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File No.

Report No. NA-56-454

NORTH AMERICAN AVIATION, INC.

INTERNATIONAL AIRPORT

LOS ANGELES 45 CALIFORNIA

ENGINEERING DEPARTMENT

DEVELOPMENT PLAN REPORT

FOR THE

SPECIAL RECONNAISSANCE AIRPLANE

WEAPON SYSTEM 118P

CONTRACT AF33(600)-31243

(E.O. NO. 55-3-118L)

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PREPARED BY
DESIGN ANALYSIS GROU



i, ii, iii No. of Pages 1 thru 114 H.A. Evans, Chief Designer

REVISIONS

Date 4 June 1956

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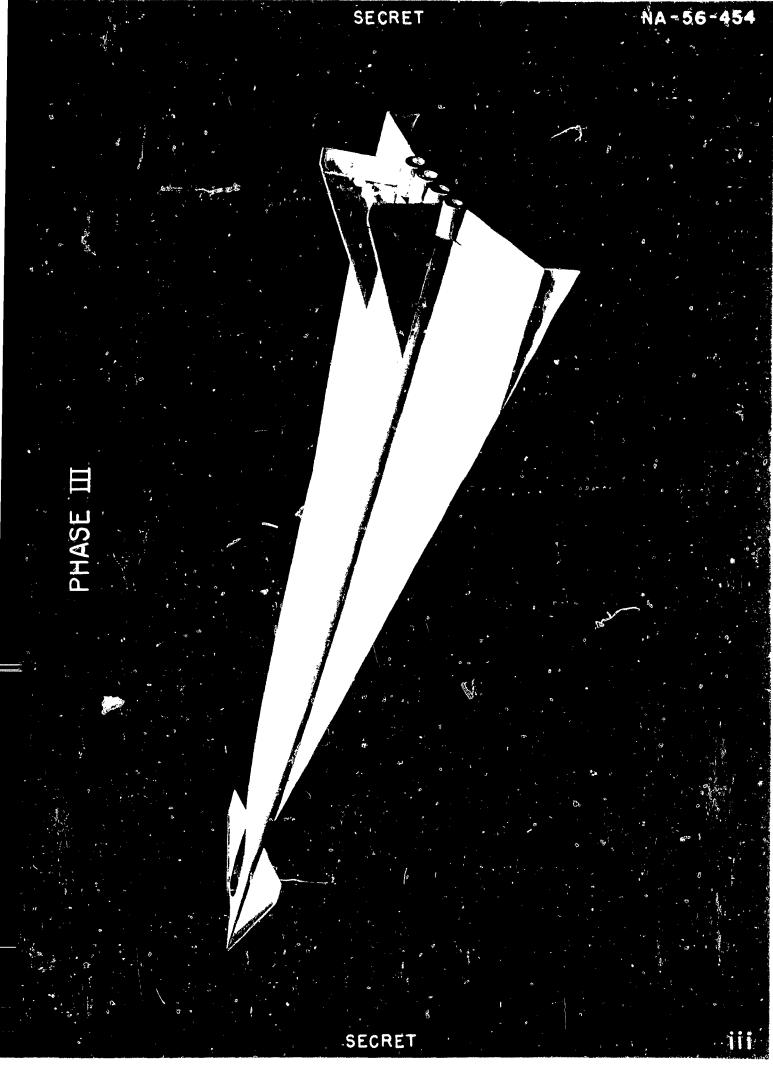
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OPERATIONAL DATE

PHASE II 1/2 PHASE III 1963

INTRODUCTION

This system development plan presents in the planning for a system providing the best possible solution to the requirements stated in AF33(600)-31243.

Estimated schedules for the over-all system and the component parts are included, and indicate that this system will be available for operational use in 1961 (Phase II 1/2) and 1963 (Phase III).

In order to meet the schedule, funds, facilities, and decisions or approvals are required as shown.

1

PART I - GENERAL

- A. STATEMENT OF THE PROBLEM
- B; APPROACH
- C. SOLUTION
 - 1. Preparation of Engine Data
 - 2. Weight Estimate Procedure
 - 3. Investigation of Old and New Aerodynamic Features
 - 4. Investigation of Equipment
 - 5. Airframe Design
 - 6. Base-point Airplanes
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- D. LOGISTICS

PART I - GENERAL

A. STATEMENT OF THE PROBLEM

The purpose is to design a special reconnaissance weapon system for use in tactical and strategic reconnaissance operations. Particular emphasis is placed on capabilities of accurate data procurement by use of daylight photography, high-order ferret, and high-resolution radar reconnaissance, Emphasis is also placed on maximum survival and minimum cost, with a high degree of weapon system reliability.

B. APPROACH

The approach is consistant with the purpose, that is, to obtain the optimum weapon system for maximum reconnaissance results, operational capability, survival, and reliability with minimum cost, development time, maintenance, and gross weight of the air-borne vehicle. With the purpose established, the minimum requirements that this system must have become apparent. With the operational time established, the state of the art commands a finite quality of the weapon system which becomes limited by the state of the art in terms of the technology. These conditions describe a family of airplanes which, through design layout work, analytical investigation, and systematic configuration analysis using the IBM 701 high-speed digital computer, are represented by the designs for Phase II-1/2 and Phase III presented herein.

The following "ground rules" have been arrived at to obtain the optimum weapon system.

- a. The number of airplanes to be procured is relatively few. This results in a custom-type production line as opposed to the mass production line.
- b. The maintenance and operational crew are specialized and of Air Force Test Center calibre.
- c. Deviations, maintaining a high degree of capability, are made from Air Force Specifications.
- d. Through the refinements outlined above, a lighter and higher-performance type airplane results, with the following:
 - 1. A limit load factor of 1.6 is adequate for this type of airplane with high altitude performance.
 - 2. Minimum equipment weight is obtained for the capabilities required for this system.
 - 3. Structural refinements such as the reduction of access doors to a minimum number, are incorporated.

C. SOLUTION

1. Preparation of Engine Data

The various engine and fuel manufacturers were contacted to determine the state of the art in the required time period and to obtain from them data on engines that are being studied and developed. On the basis of these data, the contractor estimated the installed weights and performance characteristics suitable for the calculation of aircraft performance. A comparison chart was prepared as an aid in the selection of the proper engine-fuel combination. Fuel studies were conducted with relation to inherent characteristics such as boiling and cracking temperatures. Fuel pressures, structures, and insulation requirements were also investigated. Investigations were conducted with various types of inlets best suited for each design.

2. Weight Estimation Procedure

It is expected that this system will result in an airplane that will differ somewhat from current aircraft in regard to both type of structure and materials. Investigations have been conducted on these items in sufficient detail to estimate gross weights. This involved contacting material suppliers. Design testing and fabrication work of related projects that the Contractor is involved in are very helpful in this step. Static and dynamic loading along with thermal requirements of the designs were investigated to determine type and quantity of materials necessary.

3. Investigation of Old and New Aerodynamic Features

Existing aerodynamic test data applicable to this class of aircraft were analyzed and correlated to provide a basis for calculating performance capability. This supplemented the contractor's present data for calculating performance. NAA NAVAHO intercontinental missile experience, related development projects, and test results are great assets to this development. The contractor and NACA test data were used extensively to arrive at the present aerodynamic configuration.

4. Investigation of Equipment

A survey was made of the equipment manufacturers to determine the weight and space requirements of equipment meeting the performance characteristics given in the work statement. A comprehensive study was made on the reconnaissance subsystems.

The results are discussed in the "Reconnaissance Subsystem, Weapon System 113P," Report No. NA-56-372, and the "Equipment Survey, Weapon System 118P," Report No. NA-56-446.

5. Airframe Design

Layouts were made of various aircraft arrangements which appeared promising. Emphasis was placed on the structural design operational characteristics, maintenance and servicing provisions, and production capability. Experience gained on other projects is very helpful in this step; however, the advanced performance requirements in terms of high-altitude operation with attendant high-speed operation necessitate a large volume of analytical work on stress, aeroelasticity, control systems, and cooling systems to supplement the layout work. Designs were prepared around the most promising combinations of engines, fuels and aerodynamic features investigated. These designs have been carried far enough to permit the selection of a particular combination. Balance, stability, and control computations were made to ensure that these items are satisfactory. Layouts have been made of such items as crew provisions, armament, fuel equipment, power plants, and landing gear in sufficient detail to ensure adequate space for operation and maintenance.

6. Base-point Airplanes

Estimates were made of a number of aircraft designs for fulfilling each of the design points called for in the work statement. These estimated airplanes were laid out and detail weight estimates and performance calculations computed for each of the designs. These are used as base points in each succeeding step.

7. Configuration Analysis

The base-point airplanes usually have certain performance deficiencies and will not be minimum weight designs. The purpose of the configuration analysis step is to modify the design in whatever way may be necessary to satisfy the performance requirements with the least take-off gross weight for each particular engine airframe arrangement. Various requirement trade-offs are also analyzed to facilitate the selection of the optimum design. Engine data are also "rubberized" to determine the optimum number and size required.

1)

The configuration analysis program utilizes the IBM 701 computer and is prepared to systematically vary such parameters of the base-point airplanes as engine size, wing loading, aspect ratio, sweep, thickness ratio, and arriving at the fuel load and gross weight of the airplane required to meet a set or requirements coded into the program. These requirements are supersonic cruise altitude and speed, design range, etc. Each of the thousands of combinations of these parameters that define an airplane are "flown" in a mission profile. The program searches for the minimum weight configuration to meet or exceed the requirements. The best designs determined are then laid out to check all practical aspects of the computed designs and eliminate those that show poor arrangements. The remaining designs, (check-point airplanes) are again processed through detail weight and performance calculations. These "checkpoints, " encompassing various power plants and design features, are again screened for the best design. Detail refinements and promising features of the other design are then incorported, if possible, into the optimum design. The configuration analysis procedure is repeated until a final design is determined.

D. LOGISTICS

The concept of logistics and the approach to ground support for Weapon System 118P varies with the operational base suitability and the study phase. Missions requiring departure, shuttle, or termination of flight at nonpermanent installations would involve capacity air transportation in addition to problems in fuel logistics for the Phase III study.

Problem areas in logistics include:

- 1. Reconnaissance pod handling (a minimum of five, and a maximum of 11 pod configurations with an additional 2000 pounds of modular equipment for modified technical ferret operation).
- 2. Ground data correlation (equipment and data processing logistics)
- 3. Phase III fuel servicing

Reconnaissance pod handling is complicated by the number, configuration, and required automaticity of the equipment and the pods. Aircraft performance requirements dictate mission breakdown of equipment, which necessitates many separate units or pods to accomplish the whole mission. An approximate figure per pod for the Phase II-1/2 study is 352 cubic feet at 1000 pounds Six pods could be transported in a C-133 type airplane. For the inclusion of technical ferret capabilities, two C-133 type airplanes would be required to transport the reconnaissance pod complement for Weapon System 118P. The van-type ground data correlation equipment would require approximately three N-2, N-3, or K-55 type vans. The inclusion of inflight data correlation could reduce this number by one. The mission termination point and data dorrelation areas would require shuttling of data to a common data compilation area to enable evaluation of total mission information.

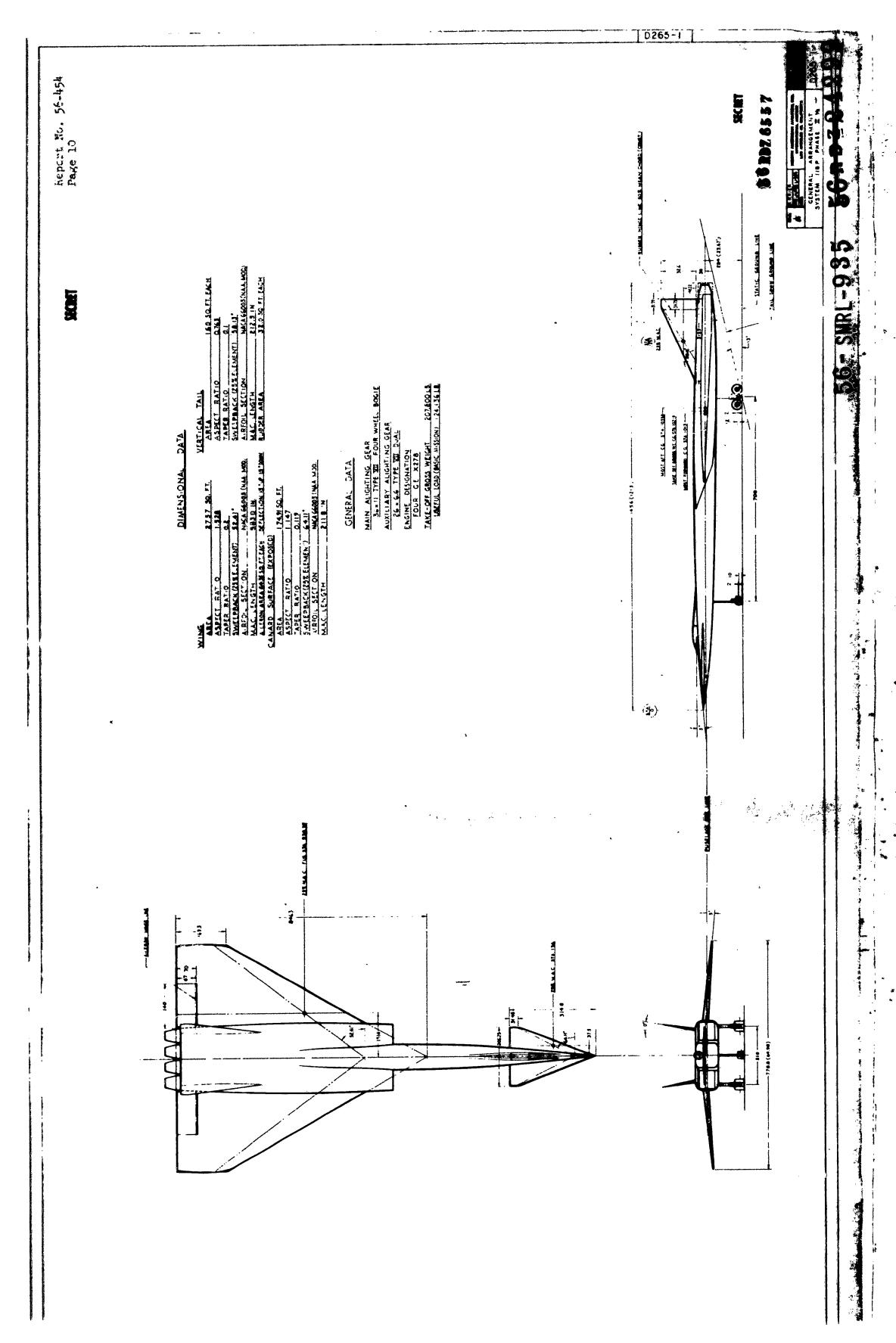
Limited availability of the fuel for the Phase III study requires special logistic considerations. Support aircraft similar to the C-133 type could carry the proposed 50,000-gallon-capacity liquid hydrogen tanks. Boil-off of the liquid hydrogen in transit requires a portable reliquification plant at the servicing area. The problem would be to establish a shuttle link between the strategically located

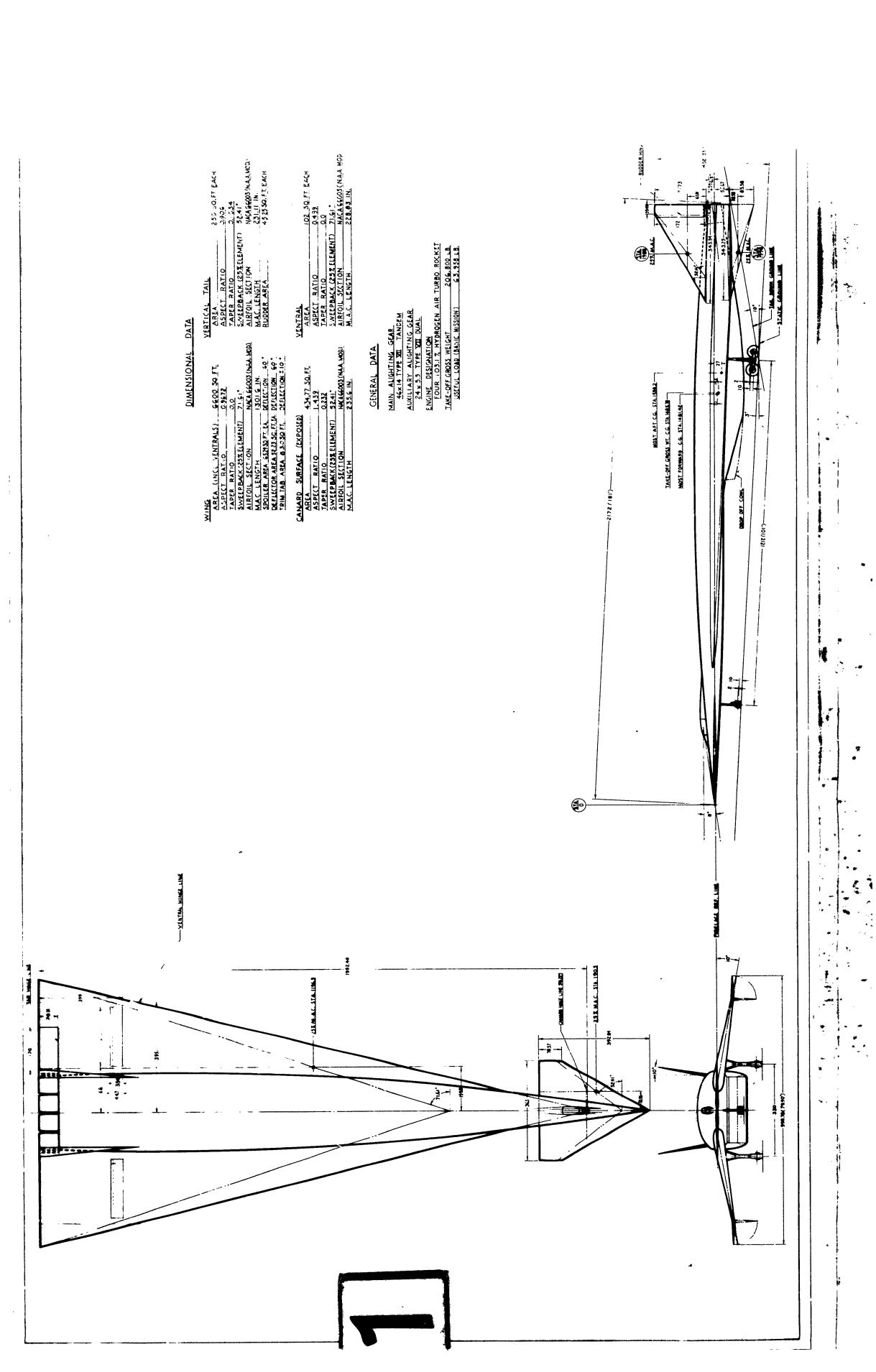
hydrogen generating plants and the Weapon System 118P realm of operations. Presently, development work at another agency is under way toward the development of portable hydrogen generating plants. The state of the art in this field is embryonic, and it is unknown whether the capacity of a portable plant could readily satisfy the volume of fuel required for Weapon System 118P.

The design requirement of "hands-off" maintenance limits maintenance support to the logistical support of preflight and minor maintenance equipment requirements. The support phase of Weapon System 118P could be handled using five C-133 type airplanes.

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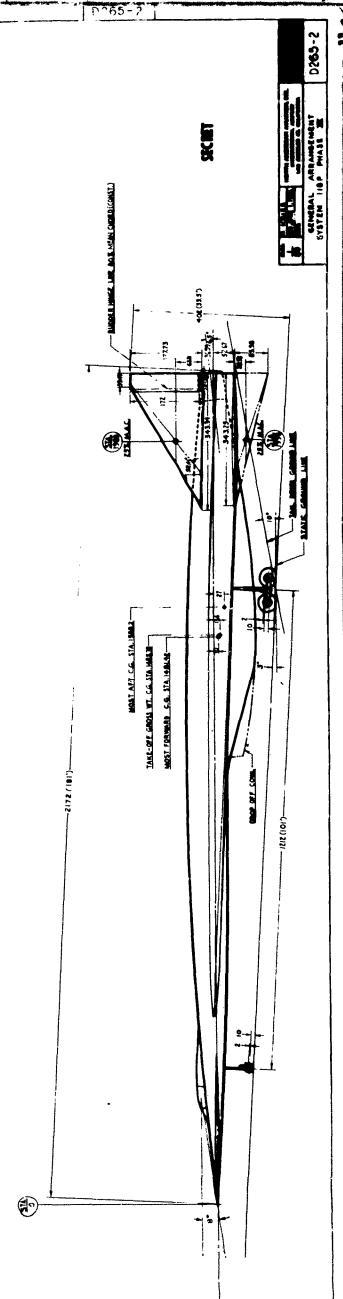
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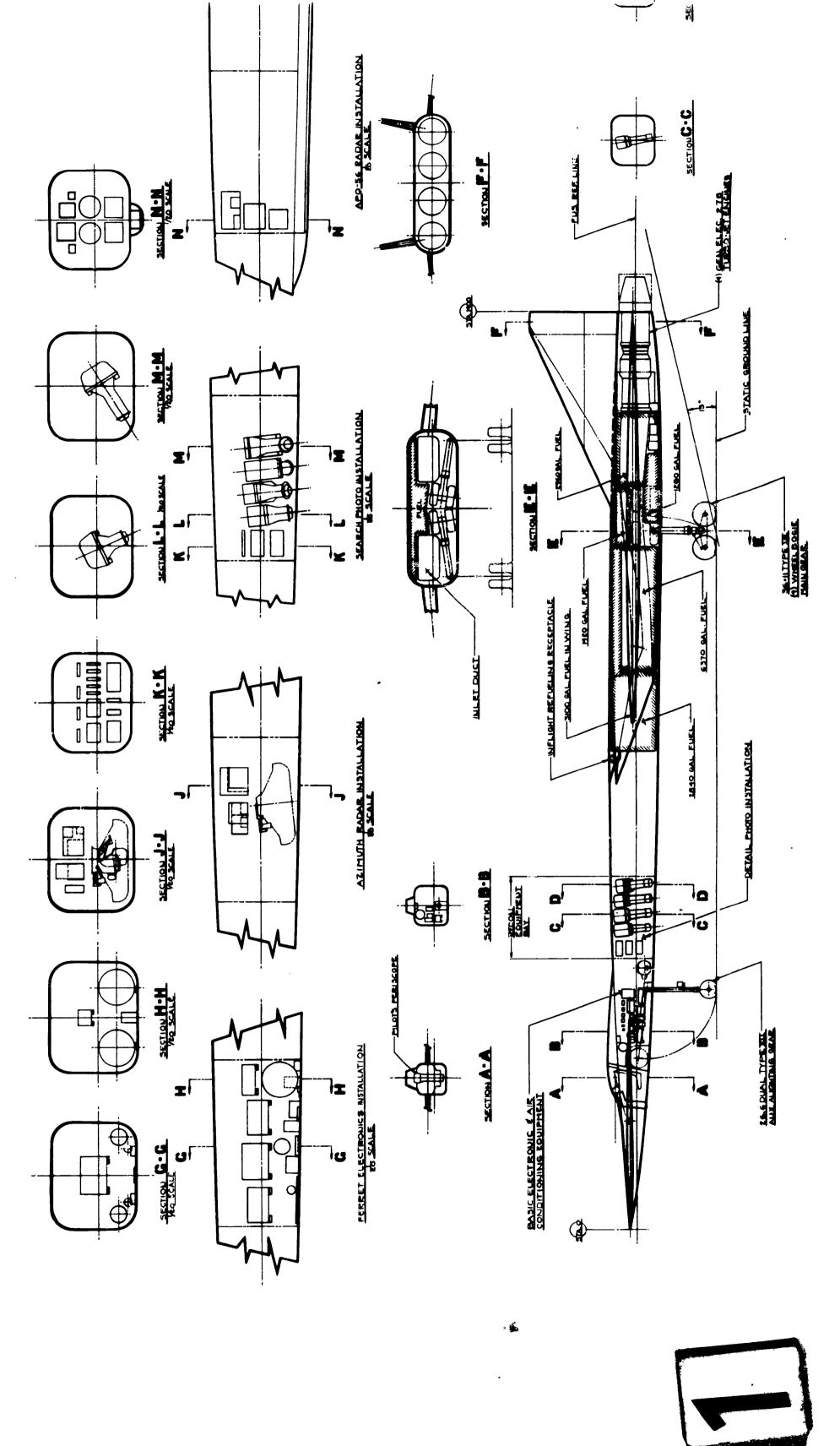
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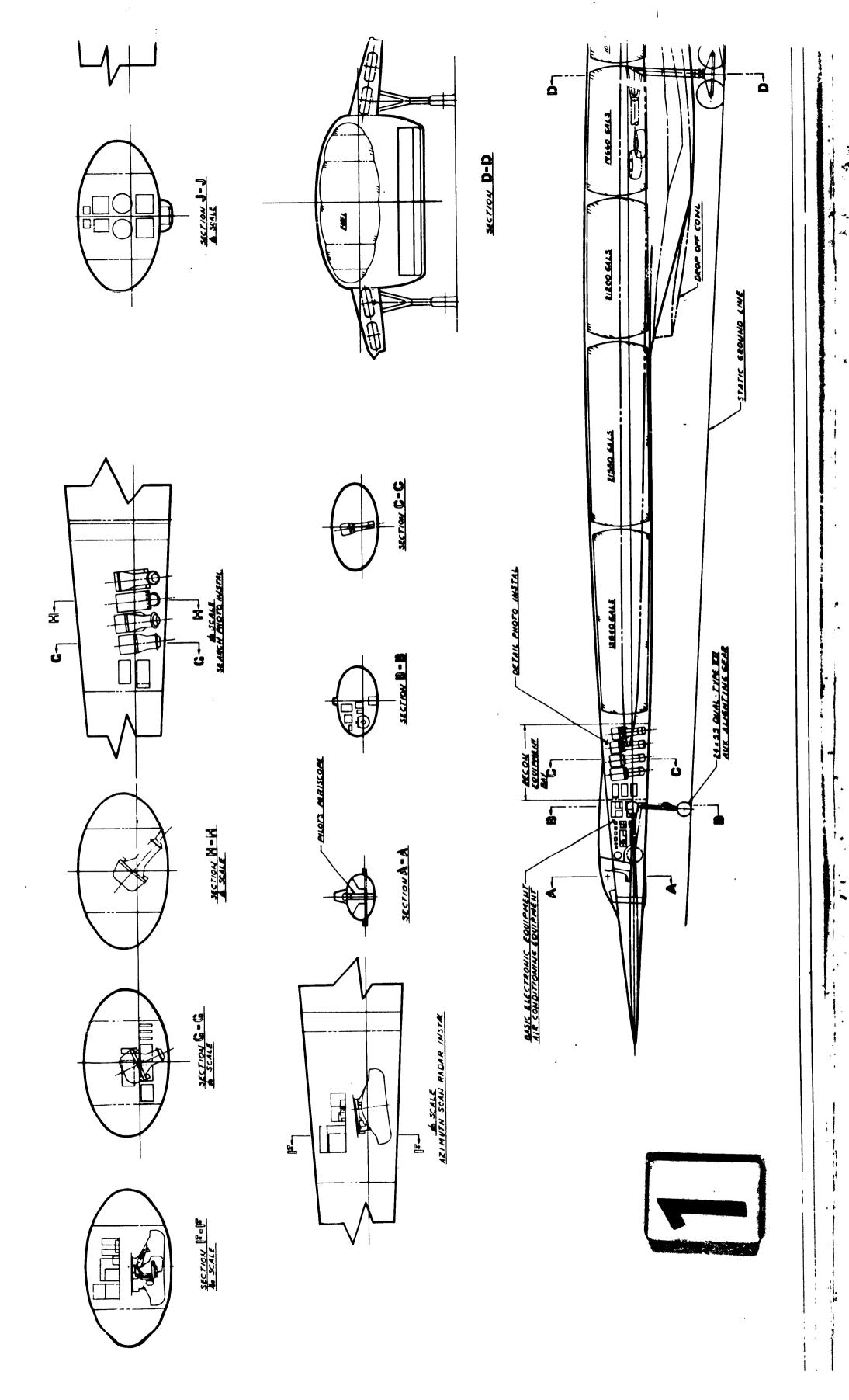
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AUXILIARY ALIGHTING GEAR 24 x 5.5 TYPE XII DIAL ENGINE DESIGNATION FOLIS FOLIS FOLIS

ENGINE DESIGNATION
FOUR 103.17, HYPROGEN AIR TURBO ROCKET
TAKE-OFF GROSS WEIGHT
USEFUL LOAD (BASIC MISSION)
63.958 LB.







PART II - DESCRIPTION

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PART II - DESCRIPTION

The Phase II-1/2 and Phase III airplanes were designed to fulfill the requirement for a special reconnaissance weapon for use in tactical and strategic reconnaissance operations. The operational availability date for the Phase II-1/2 airplane is 1961, and for the Phase III airplane 1963.

The Phase II-1/2 airplane is powered by four General Electric X278 turbojet engines using JP-5 fuel. All fuel is stored internally and totals 120, 399 pounds. The airplane is operated by a crew of one and will cruise at an altitude of 75,000 feet at Mach 3. 2, having a range of 3000 nautical miles.

The Phase III airplane is powered by four aero-jet turbo-rocket engines using liquid hydrogen fuel. All fuel is internally stored and totals 59, 278 pounds. The airplane is operated by a crew of one and will cruise at an altitude of 100, 000 feet at Mach 4.0, having a range of 3000 nautical miles.

1

A. AIR-BORNE SYSTEMS

1. Airframe

a. Configuration

(1) Cooling and Ventilating System

(a) Phase II-1/2

Several cooling systems were investigated for the Phase II-1/2 Weapon System 118P. The integrated cooling arrangement which appears to be most favorable is basically a recirculating system, making use of the latent heat of vaporization of water as a heat sink via a water boiler heat exchanger. Make-up air for leakage is provided by a conventional air cycle system in which the air is cooled by performing work in a refrigeration turbine. A ram system is provided for emergency operation.

Both cabin and electronic equipment will be pressurized in order to provide adequate environmental conditions for pilot comfort and equipment operation. The make-up system bleeds air from the engine compressors. The air then goès through three successive reductions in temperature via a ram-air heat exchanger, a water boiler heat exchanger, and a turbine. The work from the turbine is absorbed by a compressor which recirculates air back to the upstream side of the ram-air heat exchanger, and provides hot air to mix with the cold air discharged from the turbine, in order to provide temperature control. The mixed air is then provided to equipment which requires air controlled to a narrow temperature band. Where there is appreciable difference in the temperature levels of these items, additional mixing valves may be used with individual temperature controls. This air may then be discharged either into the cabin or elsewhere in the main system. A by-pass and pressure-limiting valve are also provided to supply additional air to make up leakage, on the assumption that this will be needed.

Consideration may be given to an optional make-up system which would replace the water boiler and turbine arrangement by a single boiler, making use of an aqueous ammonia solution mixed in the right proportions to give the desired boiling temperature throughout he altitude range required. This would increase the dependability of the system, but would impose the additional hazard of handling the aqueous ammonia.

Items such as tires, electrical system flight control system, utility system, etc. are not adequately defined at this stage of the design to outline a complete cooling formulation although the following possibilities appear at this time to hold some promise:

Components associated with hydraulics and large bearings, such as servos, hydraulic actuators, and loaded mechanisms, may be cooled by oil as a carrier, making use of fuel as a heat sink to be shared with other oil systems such as engine oil, generator and constant-speed drive oil, etc. If the fuel cannot provide enough heat sink capacity for the various oil systems, an auxiliary water evaporative system may be provided to handle the excess heat.

Small parts such as electrical components other than the generator, flight control bearings and cranks, etc. may be cooled by a ram-air system with a water boiler heat exchanger for heat sink. All components to be cooled in this manner. however, will be limited to a few well-insulated compartments to prevent excessive penalty to the weapon System in terms of water weight.

The cooling of tires may be provided by a direct water spray, or ram-air system in which the air is cooled by direct evaporation.

(b) Phase III

The cooling system for Phase III is based on the latent and sensible heats of the liquid hydrogen engine fuel as a heat sink. Intermediate helium systems may be used to provide acceptable temperature levels at the heat sources, with heat exchangers to keep the fluids separated.

The fuel circuit is, in essence, a parallel system to the engine tail-pipe heat exchanger, and it is assumed here that provision will be available to tap the main fuel line between the final-stage pump and a fuel control so that a pressure margin will be available for circulation and control of the cooling circuits. If this margin is not available, then a boost pump will be provided as required.

The helium circuits are required in order to provide a cushion between the heat sources and the sink as direct contact with an X-35 fuel heat exchanger will freeze any of the carriers

normally used in aircraft fluid systems, including air. Also, the use of the fuel in heat-exchanger contact with other aircraft systems is considered dangerous from the standpoint of fire hazard. The helium systems will be closed-circuit sealed systems maintained at a pressure above the fuel circuit pressure by means of a helium storage bottle and pressure regulator.

The general breakdown shows three helium circuits. The oil cooling circuit provides a carrier for the heat from all the oil systems on the airplane. These systems may include engine oil, hydraulic oil, electrical generators, and constant-speed drives and/or auxiliary power units, or whatever source of power is made available to drive airframe accessories. Sources of heat within the systems will include heat of combustion, oil flow friction heat, and heat absorbed from the aerodynamically heated environment. A by-pass and a mixing valve are provided to maintain the helium-to-oil heat exchanger at a temperature above the congealing temperature of the oil.

One circuit provides a medium for cooling landing gear tires, small electrical components, and other items that cannot be cooled by other means. The air circuit associated with this system is an open circuit taking in ram air which is cooled in the helium-to-air heat exchanger, used as a coolant, and then dumped overboard.

The other circuit provides cooliing for electronic and camera equipment, cabin, and ventilated suit. Mixers and by-pass lines are provided in the circuits to the pilot's ventilated suit and to items of equipment requiring close temperature control, in order to maintain the temperature within the required range. With the exception of the pilot's ventilated suit, this is a closed pressurized system. Engine compressor air will be brought in to make up for leakage and the ventilated suit air. The ventilated suit air is dumped because the moistrue content would impose an unacceptable burden on the drying system employed to prevent frosting of the heat exchanger.

An emergency ram system is shown, with a provision for by-passing the heat exchanger during low-altitude operation where it is considered that frosting will make the heat exchanger unusable.

(2) Heating Systems

No special provisions will be made to heat the cabin. It is expected that ground operations will be supplemented by sufficient equipment to maintain the cabin at a comfortable level until take-off. At this point, the Phase II-1/2 system ventilated suit is provided with conditioned air which should be adequate for pilot comfort. On the Phase III system, it is considered that if heat is required in the short times after take-off and prior to landing, when aerodynamic heating is not significant, the cabin may be heated by a manually controlled bleed from the windshield anti-icing line.

(3) Anti-icing Systems

Anti-icing systems are provided for both the Phase II-1/2 and III systems. Due to the short time that the air-plane will be exposed to icing conditions, deicing of the windshield and engine inlet duct lips only is considered to be the best design compromise.

The Phase II-1/2 system is a conventional system, making use of engine compressor bleed air as a source of heat and air out of the cooling system primary heat exchanger as a source of mixing air to keep the deicing air at a level compatible with the ability of the windshield to take the heat shock.

The design of an anti-icing system for Phase III is faced with two problems, one being the low compression ratio of the engine compressors, and the other being the fact that the product of combustion of the engine fuel is water. This requires that combustion gas not be mixed directly to provide the heat for deicing because of the possibility of build-up of ice downstream from the anti-iced area. Thus, air is bled from the engine compressor, through a heat exchanger, to a first-stage blower which increases the pressure to a level sufficient to anti-ice the engine scoop lips.

(4) Electrical System

The electrical system is planned to consist of a primary and an emergency ac power supply. Secondary dc power will be supplied to that equipment which, for various reasons, will require this type of input electrical energy.

The primary system will deliver,115-to 200-volt, 400-cycle, three-phase ac from automatically paralleled, engine-drive, constant-speed generators. The emergency system will deliver substantially the same type of power from a hydraulically driven, remotely mounted, controlled-speed generator.

The secondary 24- to 31-volt dc power will be obtained from static-type converters.

(5) Hydraulic System

The use of higher operating pressures in the weapon system to deliver maximum power at optimum weight involves the design and development of a 4000 psi, constant-pressure system capable of satisfactory operation in ambient environments up to 1200°F. The development of a 4000 psi system is now in progress at NAA and various suppliers for other aircraft projects.

(6) Structure

(a) Phase II-1/2

The Phase II-1/2 Airplane is a high-performance, low-load-factor, and low-wing-loaded airplane. These factors lead to a thin skin structure of materials which are capable of high-temperature applications.

The wings are designed around three main requirements: torsional stiffness for flutter control, bending stiffness parallel with the aileron axis for aileron effectiveness, and strength requirements. The wing contains an inboard constant-chord aileron extending from the fuselage to 50-percent wing span. Fuel is carried in integral tanks in the inboard portion of the wing. The wing, for the inboard 50-percent of the span, is three-spar multirib construction, welded for fuel seal. The outboard 50-percent of the span is full-depth brazed honeybomb construction. The structure type was determined by studying a number of structure systems and using the lightest type. The material used is AM350 corrosion-resistant steel.

The canard surface is mounted at the forward extremity of the fuselage and forms the nose section of the fuselage. The canard is hinged to the fuselage. The canard is hinged to the fuselage from approximately the 50-percent spar in the canard. The actuator is tied to the centerline rib of the surface. The canard is full-depth brazed honeycomb construction of AM350 corrosion-resistant steel.

The two verticals are constructed in a similar manner to the wings, and of the same material.

The fuselage is of semimonocoque construction. The frames and longerons are fabricated of steel, and the fuselage is covered with titanium alloy. The structure is riveted together, and the sealing in the integral tank area is accomplished by the insulation. The fuselage skin for a large portion of the fuselage is minimum gage that is feasible to fabricate. The wing is attached to the fuselage at three main bulkhead-type frames. The duct ramps and the flat-sided portions of the duct are fabricated of brazed-steel honeycomb paneling. The main gear is mounted in the fuselage and retracts inboard.

(b) Phase III

The Phase III Airplane is a high-performance, low-load-facter, and low-wing-loaded airplane. These factors lead to a thin skin structure of materials which are capable of high-temperature applications.

The delta wing arrangement provides an extremely long chord and short span. The wing is divided into three main structural sections. The first section, from the landing gear forward, is constructed as part of the fuselage. The fuselage frames are extended on out into the wing contour and form the wing structure. The main section of the wing is constructed of a three-spar, multirib arrangement. Aft of the spoiler slot, the wing is one-spar multirib construction. The wing contains no integral fuel. The wing material is AM350 corrosion-resistant steel. Due to the high temperatures from aerodynamic heating, the leading edge assembly is constructed of Inconel "X."

The canard surface is mounted at the forward extremity of the fuselage and forms the nose section of the fuselage. The canard is hinged to the fuselage from approximately the 50-percent spar in the canard. The actuator is tied to the centerline rib of the surface. The canard is full-depth honeycomb construction of AM350 corrosion-resistant steel, except for the leading edge which in Inconel "X."

The two verticals are constructed in a similar manner to the wings, for the lower portion of the span, and full-depth honeycomb, as in the canard, for the upper portion of the span.

The fuselage is of semimonocoque construction. The frames and longerons are fabricated of steel, and the fuselage is covered with titanium alloy. The fuel cells are separate internal tanks. This is necessary due to the large temperature gradiant from the fuselage skin at 750°F to the tank skin at -423°F (from the liquid hydrogen fuel). The internal tank is fabricated from 6061-T6 aluminum alloy welded construction and floats in the fuselage to allow for the temperature differences. The wing is attached to the fuselage at four main bulkhead-type frames. The duct ramps and the flat-sided portions of the duct are fabricated of brazed Inconel "X" honeycomb paneling.

The main landing gear is mounted to the front span of the main wing box and retracts forward into the wing.

GROUP WEIGHT STATEMENT PHASE II-1/2

SECRET

25

1 VING GROUP 2 CENTER SECTION - BASIC STRUCTURE 3 INTERMEDIATE PANEL - BASIC STRUCTURE 4 OUTER PANEL - BASIC STRUCTURE 5 SECONDARY STRUCTURE (INCL. VINGFOLD MECHANISM LBS.) 7 AILEROPS (INCL. BALANCE VEIGHT LBS.) 10.50 SLATS 11 SPOILERS 12 SPEED SRAKES 13 FEED SRAKES 13 FABILIZER - BASIC STRUCTURE (INCL. DORSAL LBS.) 14 STABILIZER - BASIC STRUCTURE (INCL. DORSAL LBS.) 15 FLAT - FINS - BASIC STRUCTURE (INCL. DORSAL LBS.) 16 STABILIZER - BASIC STRUCTURE (INCL. DORSAL LBS.) 17 FINS - BASIC STRUCTURE (INCL. DORSAL LBS.) 18 SECONDARY STRUCTURE (INCL. DORSAL LBS.) 19 ELEVATOR (INCL. BALANCE WEIGHT LBS.) 20 RUDDERS (INCL. BALANCE WEIGHT LBS.) 21 SECONDARY STRUCTURE (INCL. BALANCE WEIGHT LBS.) 21 FUSEL AGE OR HULL - BASIC STRUCTURE 22 BOOMS - BASIC STRUCTURE 23 SECONDARY STRUCTURE - USSELAGE OR NULL 24 SECONDARY STRUCTURE - USSELAGE OR NULL 25 BOOMS - BASIC STRUCTURE - USSELAGE OR NULL 26 SECONDARY STRUCTURE - USSELAGE OR NULL 27 - BOOMS - BASIC STRUCTURE - USSELAGE OR NULL 28 SECONDARY STRUCTURE - USSELAGE OR NULL 29 - DOORS, PANELS & MISC. 1475 30	NAME			WEIGHT STATS			Sys. 118P
2 CENTER SECTION - BABIC STRUCTURE 3 INTERMIDIATE PANEL - BANEC STRUCTURE 4 OUTER PANEL - BASIC STRUCTURE (INCL. TIPS LBS.) 7858 5 SECONDARY STRUCTURE (INCL. WINEFOLD MECHANISM LBS.) 1069 7 ALLEROMS (INCL. BALANCE WEIGHT LBS.) 1069 8 FLAPS - TRAILING EDGE 9 - LEADING EDGE 10 SLATS 11 SPOILERS 12 SPEED BRAKES 13 FEED BRAKES 14 TAIL GROUP 15 TAIL GROUP 16 STABILIZER - BASIC STRUCTURE 17 FINS - BASIC STRUCTURE (INCL. DORSAL LBS.) 1225 18 SECONDARY STRUCTURE (INCL. DORSAL LBS.) 1225 18 SECONDARY STRUCTURE (INCL. BALANCE WEIGHT LBS.) 20 RUDDERS (INCL. BALANCE WEIGHT LBS.) 21 ELEVATOR (INCL. BALANCE WEIGHT LBS.) 21 FURSILAGE OR HULL - BASIC STRUCTURE 22 BOOMS - BASIC STRUCTURE 24 FURSILAGE OR HULL - BASIC STRUCTURE 25 BOOMS - BASIC STRUCTURE (INCL. BALANCE WEIGHT LBS.) 26 SECONDARY STRUCTURE - FUSSELAGE OR HULL 950 27 BOOMS - SPEEDBRAKES 28 SECONDARY STRUCTURE - FUSSELAGE OR HULL 950 29 SOOMS - SPEEDBRAKES 20 SOOMS - BASIC STRUCTURE (INCL. BALANCE WEIGHT LBS.) 1475 30 SECONDARY STRUCTURE - SOOMS 31 ALIGHTING GEAR GROUP - LAND (TYPE:) 950 31 ALIGHTING GEAR GROUP - LAND (TYPE:) 950 32 LOCATION PROBLEMS TO BE TO						REPORT	
3 INTERMEDIATE PANEL - BASIC STRUCTURE (INCL. TIPS LSS.) 7858 4 OUTER PAMEL - BASIC STRUCTURE (INCL. TIPS LSS.) 7858 5 SECONDARY STRUCTURE (INCL. WINOFOLD MECHANISM LBS.) 7 AILERONS (INCL. BALANCE WEIGHT LBS.) 1069 1 FLAPS - TRAILING EDGE 7 - LEADING EDGE 7 - L							8927
A OUTER PANEL - BASIC STRUCTURE (INCL. TIPS LBS.) 7858							4
5 SECONDARY STRUCTURE (INCL. WINGFOLD MECHANISM LBS.) 7 AILERONS (INCL. BALANCE VEIGHT LBS.) 8 FLAPS - TRAILING EDGE 9 LEADING EDGE 10 SLATS 11 SPOILERS 12 SPEED BRAKES 13 14 15 TAIL GROUP 16 STABILIZER - BASIC STRUCTURE TS3 17 FINS - BASIC STRUCTURE (INCL. DORSAL LBS.) 18 SECONDARY STRUCTURE (INCL. DORSAL LBS.) 19 ELEVATOR (INCL. BALANCE WEIGHT LBS.) 20 RUDDERS (INCL. BALANCE WEIGHT LBS.) 21 EVATOR (INCL. BALANCE WEIGHT LBS.) 21 SECONDARY STRUCTURE (STAB. A FINS) 22 SODY GROUP 24 FUSELAGE OR HULL - BASIC STRUCTURE 25 BOOMS - BASIC STRUCTURE 26 SECONDARY STRUCTURE - FUSELAGE OR HULL 27 BOOMS 28 SPEEDBRAKES 29 DOORS, FAMELS A MISC. 20 DOORS, FAMELS A MISC. 21 LOCATION THEELS, MARKES STRUCTURE ONTROLS 21 LOCATION THEELS, MARKES STRUCTURE CONTROLS 22 LOCATION THEELS, MARKES STRUCTURE CONTROLS 23 LOCATION THEELS, MARKES STRUCTURE CONTROLS 24 MAID - FUSELAGE OR FLOATS STRUCTURE STRUCT					85)	7858	
SECOMDARY STRUCTURE (INCL. WINGFOLD MECHANISM LBS.) 1069		001001000	TROCTORE (INCL.			1000	-1
### FLAPS - TRAILING EDGE 10	6	SECONDARY STRUCTURE	(INCL. WINGFOLD	MECHANISM	LBS.)		1
10 SLATS	7					1069	
10 SLATS 11 SPOLERS 12 SPEED BRAKES 12 SPEED BRAKES 13 14 15 TAIL GROUP 16 STABILIZER - BASIC STRUCTURE (INCL. DORSAL L.B.S.) 1225 18 SECONDARY STRUCTURE (INCL. DORSAL L.B.S.) 1225 18 SECONDARY STRUCTURE (STAB. & FIMS) 19 ELEVATOR (INCL. BALANCE VEIGHT L.B.S.) 1225 19 ELEVATOR (INCL. BALANCE VEIGHT L.B.S.) 17652]
11							_
13 15 15 16 17 17 17 17 17 17 17		 				 	_
13						 ,	4
15 TAIL GROUP		SPEEL BRAKES					
1878							-
16 STABILIZER - BASIC STRUCTURE (INCL. DORSAL 17 PINS - BASIC STRUCTURE (INCL. DORSAL 185.) 1225 18 SECONDARY STRUCTURE (STAB. & PINS) 19 ELEVATOR (INCL. BALANCE WEIGHT LBS.) 20 RUDDERS (INCL. BALANCE WEIGHT LBS.) 21 22 23 BODY GROUP 20077 24 FUSELAGE OR HULL - BASIC STRUCTURE 17652 25 BOOMS - BASIC STRUCTURE 17652 26 SECONDARY STRUCTURE 1950 27 BOOMS 27 BOOMS 29 DORS, PAMELS & MISC. 1475 30 STRUCTURE 29 DORS, PAMELS & MISC. 1475 30 STRUCTURE 20077 31 ALICHTING GEAR GROUP - LAND (TYPE: 1000 1775 1785 1785 1780 1780 1780 1780 1780 1780 1780 1780		L GROUP					1978
17			UCTURE			753	
SECONDARY STRUCTURE (STAB. & FINS)	17			LBS.)		1225	
20		SECONDARY STRUCTURE	(STAB. & FINS)				
21 22 23 BODY GROUP 20077 24 FUSELAGE OR HULL BASIC STRUCTURE 17652 25 BOOMS BASIC STRUCTURE 950 26 26 26 26 27 28 29 29 29 29 29 29 29							4
22 BODY GROUP 24 FUSELAGE OR HULL - BASIC STRUCTURE 25 BOOMS - BASIC STRUCTURE 26 SECONDARY STRUCTURE - FUSELAGE OR HULL 27 - BOOMS 28 - SPEEDBRAKES 29 - DOORS, PANELS & MISC. 30 MILIGHTING GEAR GROUP - LAND (TYPE:) 6471 32 LOCATION MEELS, BRAKES STRUCTURE CONTROLS 33 LOCATION MEELS, BRAKES STRUCTURE CONTROLS 34 Main - Fuselage 2565 2408 550 5521 35 NOSE - Fuselage 122 478 :350 950 36 J J J J J J J J J J J J J J J J J J J		RUDDERS (INCL. BALANC	E WEIGHT	LBS.}			
20077 24							-
24		V CRAUB					20077
25 BOOMS - BASIC STRUCTURE 950 26 SECONDARY STRUCTURE - FUSELAGE OR HULL 950 27 - BOOMS 1475 28 - SPEEDBRAKES 1475 30 1000rs, Panels & MISC. 1475 31 ALIGHTING GEAR GROUP - LAND (TYPE:) 6471 32 LOCATION WHEELS, BRAKES TIRES, TUBES, AND STRUCTURE CONTROLS 1475 33 Main - Fuselage 2563 2408 550 5521 35 Nose - Fuselage 122 478 250 950 123 36			SIC STRUCTURE			17659	20011
26 SECOMDARY STRUCTURE - FUSELAGE OF HULL 950			11002				
1412 - BOOMS - SPEEDBRAKES - DOORS, PANELS & MISC. 1475 - DOORS, PANELS & MISC. - DOORS, PANELS & MISC. 1475 - DOORS, PANELS & MISC. - DOORS, PANELS & MISC. 1475 - DOORS, PANELS & MISC. - DOORS, P				950	-		
SPEEDBRAKES 1475							
30 31 ALICHTING GEAR GROUP - LAND (TYPE:)		- SPEEDBRAKES					
31 ALIGHTING GEAR GROUP - LAND (TYPE:) 6471 32			- DOORS, PANELS	& MISC.		1475	
32							
Main - Fuselage 2563 2408 550 5521		HTING GEAR GROUP - LAND		<u> </u>	<u>,</u>		6471
Main - Fuselage 2563 2408 550 5521		LOCATION		STRUCTURE	CONTROLS		
36 37 38 39 40 ALIGHTING GEAR GROUP - WATER 41 LOCATION FLOATS STRUTS CONTROLS 42 43 44 45 45 46 SURFACE CONTROLS GROUP 47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC. 56		Main - Frigelage	PRES, TUBES, AIR	2409	850	5501	-
34 37 38 39 40 ALIGHTING GEAR GROUP - WATER 41 LOCATION PLOATS STRUTS CONTROLS 42 43 44 45 45 46 SURFACE CONTROLS GROUP 47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC. 56		Nose - Fuselage	122				-
37 38 39 40 ALIGHTING GEAR GROUP - WATER 41 LOCATION PLOATS STRUTS CONTROLS 42 43 44 SURFACE CONTROLS GROUP 45 COCKPIT CONTROLS 46 AUTOMATIC PILOT 47 COCKPIT CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC. 56							-
40 ALIGHTING GEAR GROUP - WATER 41 LOCATION PLOATS STRUTS CONTROLS 42 43 44 45 45 46 47 47 COCKPIT CONTROLS GROUP 47 COCKPIT CONTROLS 22 48 AUTOMATIC PILOT 29 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 1390 50 50 51 ENGINE SECTION OR NACELLE GROUP 552 INBOARD 553 CENTER 553 24 OUTBOARD 555 DOORS, PANELS & MISC.							7
40 ALIGHTING GEAR GROUP - WATER 41 LOCATION PLOATS STRUTS CONTROLS 42 43 44 45 45 46 47 47 COCKPIT CONTROLS GROUP 47 COCKPIT CONTROLS 22 48 AUTOMATIC PILOT 29 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 1390 50 50 51 ENGINE SECTION OR NACELLE GROUP 552 INBOARD 553 CENTER 553 24 OUTBOARD 555 DOORS, PANELS & MISC.	38						7
41 LOCATION PLOATS STRUTS CONTROLS 42 43 44 45 45 46 45 47 47 COCKPIT CONTROLS GROUP 1412 44 AUTOMATIC PILOT 22 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 1390 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 553 34 OUTBOARD 55 DOORS, PANELS & MISC.	39						
42 43 44 45 45 46 SURFACE CONTROLS GROUP 47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC.			ER		•		
43 44 45 45 46 SURFACE CONTROLS GROUP 47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC.		LOCATION	PLOATS	STRUTS	CONTROLS	$\geq \leq$	4
44 45 46 SURFACE CONTROLS GROUP 47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC. 56					 	· 	4
45 46 SURFACE CONTROLS GROUP 47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC. 56					 	+	4
46 SURFACE CONTROLS GROUP 47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 50 STATEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 54 OUTBOARD 55 DOORS, PANELS & MISC.					+		-
47 COCKPIT CONTROLS 48 AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 1390 50 51 ENGINE SECTION OR HACELLE GROUP 52 INBOARD 53 CENTER 553 54 OUTBOARD 55 DOORS, PANELS & MISC.	AS SUR	FACE CONTROLS GROUP			<u> </u>	<u>.L</u>	1419
AUTOMATIC PILOT 49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 1390 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 553 54 OUTBOARD 55 DOORS, PANELS & MISC.			 			7 22	+
49 SYSTEM CONTROLS (INCL. POWER & FEEL CONTROLS LBS.) 1390 50 51 ENGINE SECTION OR NACELLE GROUP 52 INBOARD 53 CENTER 553 54 OUTBOARD 55 DOORS, FANELS & MISC. 56		AUTOMATIC PILOT				1	7
51 ENGINE SECTION OR HACELLE GROUP 52 INBOARD 53 CENTER 553 34 OUTBOARD 55 DOORS, PANELS & MISC. 56		SYSTEM CONTROLS (INCL	. POWER & FEEL C	CONTROLS	LBS.)	1390]
52 INBOARD 53 CENTER 553 34 OUTBOARD 55 DOORS, PANELS & MISC. 56	50						
53 CENTER 553 34 OUTBOARD 55 DOORS, PANELS & MISC. 56			GROUP				553
M OUTBOARD SS DOORS, FANELS & MISC. S6							4
55 DOORS, PANELS & MISC.						253	4
\$						 	-
		Pand I where a mist.				+	-
57 YOTAL (TO LE BROUGHT FORWARD) 39418		AL (TO LE BROUGHT FOR	(ARD)			. 	10410

AN-9103-D NAME	GROUP WEIGHT STATEM YEIGHT BUTT	EXT	PAGE_ MODEL_ REPORT_	Sys. 118P NA-56-45
1 PROPULSION GROUP				37217
2	AUXILIARY		MAH	
3 ENGINE INSTALLATION			21940]
4 AFTERBURNERS (IF FURN, SEPA]
5 ACCESSORY GEAR BOXES & DRIV			958	_]
6 SUPERCHARGERS (FOR TURBO T	TPB)			4
7 AIR INDUCTION SYSTEM			9273	4
8 EXHAUST SYSTEM			327 28	4
9 COOLING SYSTEM 10 LUBRICATING SYSTEM			20	4
11 TANKS		- 		-∤
12 COOLING INSTALLATION				1
13 BUCTS, PLUMBING, ETC.				1
14 FUEL SYSTEM		+	3929	-{
15 TANKS - PROTECTED			3323	4
16 - UNPROTECTED				1
17 PLUMBING, ETC.		3929	┥	ļ
8 WATER INJECTION SYSTEM		- 0020		4
19 ENGINE CONTROLS			268	-
D STARTING SYSTEM			494	1
PROPELLER INSTALLATION		7		7
2				
13				7
M AUXILIARY POWER PLANT GROUP				
5 INSTRUMENTS & NAVIGATIONAL EQUIP	MENT GROUP			489
MYDRAULIC & PHEUMATIC GROUP				1395
<u> </u>				
3		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	
9 ELECTRICAL GROUP			·	682
0	*			<u> </u>
i				
2 ELECTRONICS GROUP				1438
S EQUIPMENT 4 INSTALLATION			823	4
S CHRIALLATION			615	4
6 ARMAMENT GROUP (INCL. GUNFIRE PR	MTECTION 1 DC		_1	
FURNISHINGS & EQUIPMENT GROUP	ROTECTION LBS.)			1 1120
ACCOMMODATIONS FOR PERSONN			324	1140
MISCELLANEOUS EQUIPMENT			$\frac{324}{51}$	-∤
FURNISHINGS			300	-
1 EMERGENCY EQUIPMENT				-
2		 	455	-1
3 AIR CONDITIONING & ANTI-ICING EQUI	PHENT CROUP			1744
4 AIR CONDITIONING			1650	1,33
5 ANTI-ICING		· 	94	+
6			1 32	-
7 PHOTOGRAPHIC GROUP				 -
8 AUXILIARY GEAR GROUP				141
9 HANDLING GEAR			141	
				_1
O ARRESTING GEAR]
				1

54 55 MANUFACTURING VARIATION 56 TOTAL FROM PG. 2 57 WEIGHT EMPTY

AN-9103-D NAME DATE <u>4 June 1956</u>	ME GROUP WEIGHT STATEMENT				PAGE MODEL SYS 118P REPORT NA-56-454		
1 LOAD CONDITION DE	SIGN GROS	S WEIGHT	DE AIL PEOLS MISSICA				
3 CREW (NO.			270				
4 PASSENGERS (NO.	.)						
5 FUEL	L. B. S. F	Çole.			 		
6 UNUSABLE	L. B. S. R	53.	356		 	-	
7 INTERNAL	L. B. S. I	17970	120399		 	ļ	
8						 	
9					+	 	
10 EXTERNAL					+	 	
11 12 BOMB BAY							
13	+				-		
14 OIL					 	<u> </u>	
15 TRAPPED	8 G	als.	6C		†	 	
16 ENGINE	20 G	als.	150		 	 	
17			****			1	
18 FUEL TANKS (LOCATION)			1	
19 WATER INJECTION FLUID) (GALS	}	Ì	[
20							
21 BAGGAGE							
22 CARGO							
23							
24 ARMAMENT							
25 GUNS (Location)	Fix. or Flox.	Qty. Cel.					
26							
27							
28							
29							
30							
31						<u> </u>	
32 AMMUNITION							
33					<u> </u>		
34						ļ	
35	 	·		ļ <u>-</u>	 	<u> </u>	
36					ļ	 	
37					 		
38							
39 INSTALLATIONS (BOME 40 BOMB OR TORPE		CKEI, EIC.)		ļ	 	 	
41	DO RACKS	 -			 	 	
42 RECONNAISSAN	ICE PACKA	CE	1958	 	 	 	
43	102 11010	-X	1840			·	
44							
45							
46 EQUIPMENT		 			 		
47 PYROTECHNICS		· · · · · · · · · · · · · · · · · · ·					
48 PHOTOGRAPHIC						1	
49							
50 OXYGEN							
51						1	
52 MISCELLANEOUS							
53 WATER - EQUIP	MENT COC	LING	500				
54 LIQUID NITROG	EN		124138				
55 USEFUL LOAD							
56 WEIGHT EMPTY			83664				
ET CROSS WEIGHT			202000	1	1		

^{*}If not specified as weight empty.
Land Base Supersonic Fuel

PAGE MODEL SYS 118P REPORT NA-56-454

AN-9103-D GROUP WEIGH			IT STATEMENT	•	PAGE		
DATE 4 June 1956				нт	MODEL SVS 118P REPORT NA-56-454		
1 LOAD CONDITION AL	TERNATE		AN/APQ-	AZIMUTH RADAR	SEARCH PHOTO MISSION	FERRET MISSION	
3 CREW (NO.)			270	270	270	270	
4 PASSENGERS (NO.	1					-	
5 FUEL 6 UNUSABLE	L. B. S. F.	53. I	356	356	356	356	
6 UNUSABLE 7 INTERNAL	L. B. S. F.	17970	120399	120399	120399	120399	
8		1	14000	1	IZUUBB	120388	
9							
10 EXTERNAL							
11		ļ		 		<u> </u>	
12 BOMB BAY	 	 		 		 	
14 OIL	1	<u> </u>	 	 		 	
15 9 TRAPPED	8 (Gals.	60	60	60	60	
16 ENGINE		Gals.	150	150	150	150	
17							
18 FUEL TANKS (LOCATION)					
19 WATER INJECTION FLUID	(GALS)			-			
20 21 BAGGAGE				 		}	
22 CARGO			 -	 		 	
23							
24 ARMAMENT							
25 GUNS (Location)	Fire or Flore	Qry. Cal.					
26							
27				 		 	
<u>28</u> <u>29</u>	 			 		 	
30			+	}		 	
31						1	
32 AMMUNITION						<u> </u>	
33							
34 35	ļ			 		 	
36			 	 			
37							
33			<u> </u>	†		<u> </u>	
3/ INSTALLATIONS (BOMB,		KET, ETC.)					
*40 BOMB OR TORPED	D RAÇKS						
41 42 RECONNAISSANC	E DACKAC	<u> </u>	1050				
43	E PACKAG	<u> </u>	1952	1746	1638	1854	
44			 	 		<u> </u>	
45							
46 EQUIPMENT							
47 PYROTECHNICS							
48 PHOTOGRAPHIC	····		 				
49 50 OXYGEN			+	 			
51			 	[
52 MISCELLANEOUS							
53 WATER - EQUIPI	MENT COOL	ING	500	500	500	500	
54 LIQUID NITROGE	N		443			443	
55 USEFUL LOAD			124130		123816	124032	
56 WEIGHT EMPTY 57 GROSS WEIGHT			83664 207794	83664	33664	83864	
VI GROW WEIGHT			1 201101	207588	207480	207696	

NA-

GROUP WEIGHT STATEMENT PHASE III

GROUP WEIGHT STATEMENT WEIGHT EMPTY

MODEL Sys 118P REPORT NA-56-454

1 W	ING GROUP					24343
2	CENTER SECTION - BAS					
3	INTERMEDIATE PANEL				1 22 20 20	_
-4	OUTER PANEL - BASIC S	STRUCTURE (MICA)	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	XX	21733	-
5	SECONDARY STRUCTUR	E /INCL WINCEDIT	- WEAH ANIEM	1 8 6 \		-
-6	AILERONS (INCL. BALA)		LBS.)	LBS.)	+	—
	FLAPS - TRAILING EDGI		L 0 3./		+	\dashv
9	- LEADING EDGE					-
70	SLATS					-
71	SPOILERS				1710	
72	SPEED BRAKES					
13	TIP-FOLDING WIN				650 250	
14	TAB-TRIM (L. H.)	WING ONLY)			25 0	
	AIL GROUP		221		1 1100	3040
16	STABILIZER - BASIC STE FINS - BASIC STRUCTUR		LBS.) (/2/	1400	-
18	SECONDARY STRUCTURE		L B3./	(4)	1640	
19	ELEVATOR (INCL. BALA		LBS.)			-
20	RUDDERS (INCL. BALAN		LBS.)		1	
21 - 22	22					
23 8	BODY GROUP					29876
24						
	25 BOOMS - BASIC STRUCTURE					\dashv
26	SECONDARY STRUCTURE		IULL		+	
27 28	- BOOMS					\dashv
29						-
30						
	LIGHTING GEAR GROUP - LAND	(TYPE: TRICYC)	LE			11806
32		WHEELS, BRAKES		CANTRAL		
_33	LOCATION	TIRES, TUBES, AIR		CONTROLS		_
34	Main-Wing	2147	8044	825	11016	\dashv
35	Nose - Fuselage	90	400	300	790	-
36	-				+	\dashv
37 38						-
39						7
	IGHTING GEAR GROUP - WA	TER				***
41	LOCATION	FLOATS	STRUTS	CONTROLS		
42 43 44					I	
43					<u> </u>	_
44						_
45	TOTAL CONTROL & CROUD		L			17002
46. 24	46 JUR FACE CONTROLS GROUP 4 COCKPIT CONTROLS 22					4996
						-
49						-
50	50					7
51 ENGINE SECTION CHARGO DESCRIP					306	
52	52 INBOARD					
- 53	CENTER				306	
<u>*</u>	OUTBOARD				\	_
55	DOORS, PANELS & MISC.	and the second				_
56					<u> </u>	74367
57 TOTAL (TO BE BROUGHT FORWARD) [743]					117301	

GROUP WEIGHT STATEMENT WEIGHT EMPTY

PAGE MODEL Sys. 118P REPORT NA-56-454

DATE 4 June 1956			REPORT N	W-00-104
1 PROPULSION GROUP				56025
2	AWXILIARY		<u> </u>	30020
3 ENGINE INSTALLATION			15660	
4 AFTERBURNERS (IF FURH, SEPARAT)	BLY)	- 1	13000	
5 ACCESSORY GEAR BOXES & DRIVES		- 1	1010	
6 SUPERCHARGERS (FOR TURBO TYPE	E)		1010	
7 AIR INDUCTION SYSTEM			25680	
B EXHAUST SYSTEM - SHROUD		{	340	
9 COOLING SYSTEM & DRAIN PR	ov		280	
IS LUBRICATING SYSTEM (INTEGRA	T IN ENCINE	-1 +	200	
11 TANKS				
12 COOLING INSTALLATION				
13 DUCTS, PLUMBING, ETC.				
M FUEL SYSTEM			12755	
15 TANKS - PROTECTED	1			
W - UMPROTECTED		6860		
17 PLUMBING, ETC.		5895		
18 WATER MJECTION SYSTEM		1		
19 BAGINE CONTROLS		-1 f	300	
STARTING SYSTEM (INTEGRAL I	N ENGINE)	-1	-	
21 PROPELLER INSTALLATION		1		
22		7 1		
28		7 1		
24 AUXHLIARY POWER PLANT GROUP				
25 INSTRUMENTS DESCRIPTION	E GROUP	***************************************	-	564
26 HYDRAULIC & PHEUMATIC CROUP				5090
7				

29 ELECTRICAL GROUP				815
*				
31				
32 ELECTRONICS GROUP				1438
33 EQUIPMENT			823	
34 INSTALLATION			615	
38				
36 ARMAMENT GROUP (INCL. GUNFIRE PROTE	CTION LBS.)			
37 FURNISHINGS & EQUIPMENT GROUP				1241
38 ACCOMMODATIONS FOR PERSONNEL			324	
39 MISCELLANEOUS EQUIPMENT			52	
40 FURNISHINGS			400	
41 EMERGENCY EQUIPMENT			465	
42				6000
49 AIR CONDITIONING & ANTI-ICING EQUIPMEN	TI GROUP	·····	0000	3092
44 AIR CONDITIONING			2880	
46 ANTI-ICHIG			212	
46				
47 PHOTOGRAPHIC GROUP				340
46 AUXILIARY GEAR GROUP				210
49 HANDLING GEAR 50 ARRESTING GEAR			210	
51 CATAPULTING GEAR				
52 ATO GEAR				
52 A 10 SEAR				
K				
53 MANUFACTURING VARIATION				
56 TOTAL FROM PG. 2				7420P
ST WEIGHT BUTY				74367 142842
THE WATER AND THE STREET				174074

AN-9103	3- D		
NA.ME_			
DATE	4 June	1956	

GROUP WEIGHT STATEMENT USEFUL LOAD & GROSS WEIGHT

PAGE		
MODEL	Sys II8P	
REPORT	NA-56-454	

ATE 4 June 1956				REPORT	NA-00-404
1 LOAD CONDITION DESIGN GROSS WEIGHT			DESIGN PHOTO MESISN		
3 CREW (NO.)			270		
4 PASSENGERS (NO.)				
5 FUEL	Type	Gala.			
6 UNUSABLE .	LIQUID H ₂	Gels. 320 101330	187		
7 INTERNAL	TIGHT HE	101330	187 59278		
*					
9					
0 EXTERNAL					
EATERNAL			 		
2 BOMB BAY 3			+		
					
4 OIL	8 Gal	<u> </u>	60		
5 TRAPPED					
6 ENGINE	12 Gel	<u>s. </u>	90		
7					
8 FUEL TANKS (LOCATI			 		
9 WATER INJECTION FL	UID (GALS)				
0			 		
I BAGGAGE			 		
2 CARGO			 		
3					
4 ARMAMENT					
5 GUNS (Lecation)	Fix. or Flox. Q	ly. Cal.			
6					
7					
\$					
,					
0					
1					
2 AMMUNITION					
3					
4					
5					
6					
7					
8					
	DMB, TORPEDO, ROCK	ET. ETC.)			
O DOME OR TOR					
1					
2					
3					
4	, , , , , , , , , , , , , , , , , , ,				
5			†		
4 EQUIPMENT					
7 PYROTECHNICS			 		
			 		
B PHOTOGRAPHIC RECURN DAG	CKAGE, DESC I	WOOD NOT	1958		
	AUTHORITY TO THE TANK	STATE OF THE	1200		
O OXYGEN			 		
2 MISCELLANEOUS 3 DROP-OFF	AABA		+		
	COMP		2115		
4			+ BANES +		
S USEFUL LOAD			63958 142842		
A WEIGHT EMPTY	S WEIGHT EMPTY			I	1
GROSS WEIGHT			206800		

AN-9103-D			
NAME			
DATE	4	June	1956

GROUP WEIGHT STATEMENT USEFUL LOAD & GROSS WEIGHT

PAGE MODEL Sys 118P

NAME 4 June 1956		SEFUL LOAD &		T	MODEL SY	s 118P
DATE 4 June 1956			DATAD MA	PPING MI	S.REPORT MA	-30-404
1 LOAD CONDITION AL	TERNATE		DOPPLEK RADAR	AZIMUTI RADAR	J. S. C.	FERRET MISSION
3 CREW (NO.			270	270	270	270
4 PASSENGERS (NO.)					
5 FUEL	Туре	Gels.				
6 UNUSABLE	LIQUID H2	320	187	187	187	187
7 INTERNAL	LIQUID H2	101330	59278	5927 <u>8</u>	59278	59278
9						
10 EXTERNAL						
12 DOMB BAY						
13						
14 OIL		L				
15 TRAPPED	8 Ga	ls.	60	60	60	60
16 ENGINE	20 Ga		90	60 90	60 90	90
17						
18 FUEL TANKS (LOCATION)				
19 WATER INJECTION FLU	D (GALS)					
20	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·				
21 BAGGAGE				7		
22 CARGO 23	***************************************					
24 ARMAMENT						
25 GUNS (Location)	Fix. or Flox.	Qey. Cel.	+			
26						
27	<u> </u>					
28		1			Ì	
29						
30						
31			 			
32 AMMUNITION						
33						
<u>34</u> 35						
34			-			
37	_					
31						***************************************
39 INSTALLATIONS (BOX	B, TORPEDO, ROC	KET, ETC.)				
*40 BOMS OR TORP!	EDO RACKS					
41			40.70		1000	4074
42 RECONNAISSAN	CE PACKAGI	3	1952	1746	1638	1854
43			+			
44						
44 EQUIPMENT			 			
47 PYROTECHNICS		· · · · · · · · · · · · · · · · · · ·				
48 PHOTOGRAPHIC						
49						
*50 OXYGEN						
51						
52 LISCELLANEOUS		·		- 		
53 DROP-OFF COV	7 <u>L</u>		2115	2115	2115	2115
54			63952	63748	83830	C30E 4
56 USEFUL LOAD 54 WEIGHT EMPTY			142842	63746 142842	63638 142842	63854 142842
57 GROSS WEIGHT			206794	206588	206480	206696
A. AMAMA 4.21.04.1)			1			

^{*}If not specified as weight empty.

b. PERFORMANCE

PHASE II-1/2

M

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H

U

H

Loading

ffr's Model: None

00000

83,664 (E) 86,038 (F) 207,800 *133,733 +207,800 +207,800

Empty
Basic
Design
Combat
Max In Fit

Special features of this airplane are a mechanically controlled convergent-divergent nozzle. Interchangeable reconnaissance equipment packages, a canard configuration, and airframe construction of steel and titanium.

The pilot is provided with automatic flight control and navigation systems.

The crew of one consists of the pilot.

The primary mission of this aircraft is the high altitude reconnaissance of hostile ground installations.

Navy Designation: None

La Daranitation	na recupera
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	202
•	3
n	5
	& Stze
INT	
47	5A 135
A	X27
M	
	3
POWE	bdel . [4]

. (4) X275A 135% Size Engine Spec No. Type.
Length.
Dlameter.
Weight (dry).
Tail Pipe.
Augmentation. No. & Model

ratings HNIJNH

*24,826 - 7283 19,710 - 7195 #28,540 - 7283 **21,128 - 7283 *With afterburner operating ** Maximum non-reheat Partial reheat: S.L. Statte Max reheat: **M11:** Kor:

Development

Grade Land based . . supersonic fuel Specification . . . Unclassified

Fuselage . . . 8 14,870
Wing 2 . . . 3,100
Total 17,970

No. Tanks

Location.

H

H

. .Oct 55 Design initiated.

PACKAGES u

HUMCHWO XICS

W H H Z X U 0 0 K U

SECTIONS OF SECTIONS

Wing Span Incidence (root) (tip)

W

Sweepback (25% chord). Length Height Tread

. Detail Photo System . 1 . Search Photo System

APX-19 APX-27 APX-27 APX-27

Autonavigator. Standby Platform Auto Fit Control System.

Crash Locator Beacon

Recorder (XP) A/G IFF (XP)

. Werret System Azimuth Radar . . .

Mapping Radar . . . APQ-56

SYSTEM NO. 118P

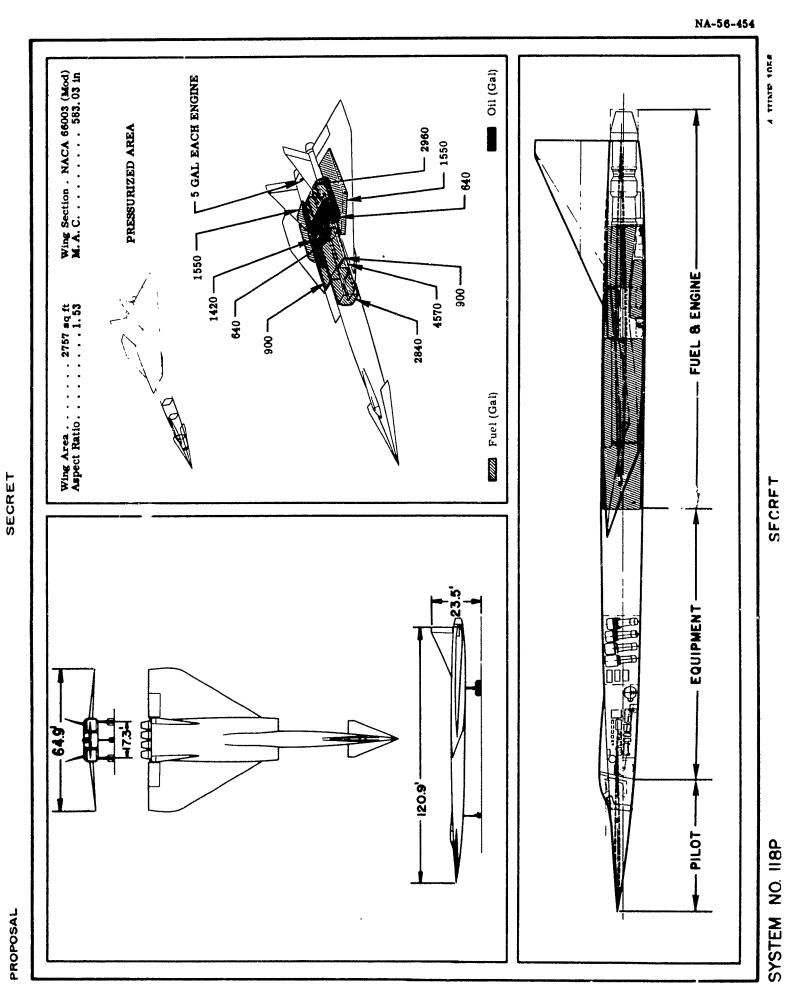
NOT APPLICABLE

4 JUNE 1956

SECRET

SECRET

PROPOSAL



· **37**

PROPOSAL

Loading and F	Derformance-	uance -	Typical Mission	Nission
CONDITIONS	DESIGN MISSION 1	DESIGN FERRY MISSION 11		
TAKE-OFF WEIGHT Fuel at 6.7 lb/gal (grade unclassified) Payload (ammunition) Payload (abmunition) Payload (bombs) Payload (bombs) Payload (bombs) Payload (bombs) Wing loading Stall speed (power off) Take-off ground run at SL Take-off into a SL Take-off into a SL Take-off into a SL Take-off climb at SL Take-off into 20,000 ft Time: SL to 20,000 ft Time: SL to 30,000 ft Service ceiling (loo fpm) Service ceiling (loo fpm) Service ceiling altitude COMEAT RADIUS Average speed Initial cruising altitude Total mission time (hr)	207,800 120,399 none- none- 175.4 178.5 31400 5150 6850 3.4 40,000 3032 1835 75,000 2.07	207, 800 120, 399 none none 175.4 178.5 3400 3.4 5.7 5.7 1835 75,000		
MISSION WEIGHT Mission altitude Mission climb Mission climb Mission celling (500 fpm) Mission celling (100 fpm) Max rate of climb at SL Basic speed at 35,000 ft LANDING WEIGHT Ground roll at SL Total from 50 ft (1b)	133,733 75,000 1835 15,000 83,000 19,700 19,700 1835/83,500 99,441 4630 6690	99,441 79,000 18,35 18,500 88,150 52,500 21,800 1200 1835/83,500 99,441 4630 6690		
N (2) Military (max non-reheat) power O (3) Allows for weight reduction during E (4) Detailed descriptions of RANGE Missions given on page 6	(5) Mission weight and is arbitz point 1500 n.	Mission weight denotes combat weight and is arbitrarily the weight at a point 1500 n.mi. from base.	(a) (b) (c)	ANCE BASIS: Data source: Estimated. Performance is based on powers shown on page 6. Fuel flow data used in computing Fuel flow data used increased 5%.

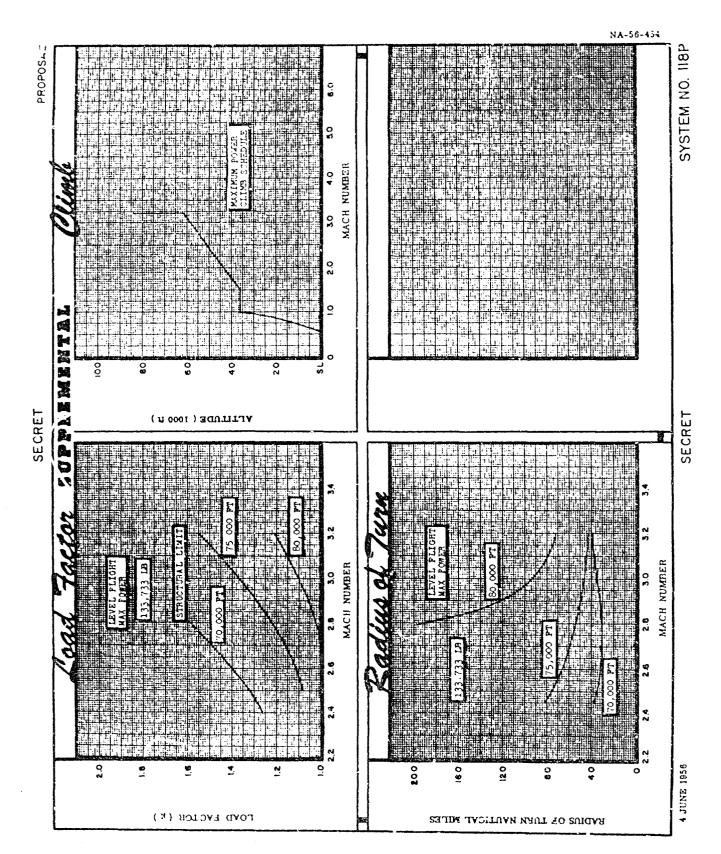
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PROPOSAL

SYSTEM NO. 118P

DISTAINCE (1000 ft.)

ALTITUDE (1000 ft)



SECRET

PROPOSAL

Z

W

PORMULA: RANGE MISSION I

Take-off and accelerate to climb speed with maximum power, climb on course to the isothermal level with millitary (maximum non-reheat) power, accelerate and climb to cruise altitude with maximum power, cruise out at penetration speed, cruise to rastimum ponetration, complete mission, cruise to base at penetration speed. Range free allowances include 5 minutes of normal power at sea level for starting engines and take-off and a reserve of low of initial fuel.

PORMULA: RANGE MISSION II

Take-off and accelerate to best climb speed with maximum power, climb on course to the isothermal level with military(maximum non-reheat) power, accelerate and climb to best cruise altitude with maximum power, cruise out at long range speed. Range free allowances include 5 minutes of normal power at sea level for starting engines and take-off and a reserve of los of initial fuel.

GENERAL DATA

(a) Engine ratings shown on page 3 are guaranteed values. Installed values used in performance calculations are as follows:

	(4) X275A 135# Size	
S.L.	S.L. STATIC LB	RPM
Max:	*22,500	7283
M11:	**17,000	7283
Nor:	15,800	7195
	* With afterburner operating ** Maximum non-reheat	

(b) Stall speed limited by 13° tail down ground angle in presence of ground.

PERFORMANCE BASIS:

Performance data are based on North American Report No. NA-56-566, dated 31 May 1956, "Aerodynamic Characteristics system 118P - Phase II 1/2".

REVISION BASIS:

Initial issue.

b. PERFORMANCE
PHASE III

SYSTEM NO. 118P

SECRET

PROPOSAL

WEIGHTS Loading Lb L.F.	Empty . 142,842 (E) Basic . 147,162 (E) Design . 206,800 . 1.6 Combat . 4206,800 . 1.6 Max T.O. +206,800 . 1.6 Max in Fit +206,800 . 1.6 (E) Estimated . For Design Hission + Imited by Mission	Location No. Tanks Gal Fuselage 7 101,330 Grade Liquid Para Hydrogen Specification Unclassified OIL Specification	UMF Command ARA-37 (XM-1) Recorder ARA-37 (XM-1) Recorder ARA-37 (XM-1) Recorder ARA-37 (XM-1) Recorder ARA-37 (XM-1) A/G IFF (XF) ARA-37 (XM-1) A/A IFF (XF) ARA-37 AUTO FIL Control System N5C Standby Flatform N5C Standby Flatform N5C
Mission and Description	Navy Designation: None The primary mission of this aircraft is the high altitude reconnaissance of hostile ground installations. Special features of this airplane are hydrogen fueled air turbo rocket engines, interchangeable reconnaissance equipment packages, a canard configuration. folding wing tips for supersonic filght, a blow-off cowl and airframe construction of steel and titanium. The crew of one consists of the pilot. The pilot is provided with automatic flight control and navi-	Development Design initiated0ct 55	GUNSSIES ROCKETES 1
No. & Model and cold in the state	Mo	S.L. Static Lb - Min Max: 27,425 - Limited Max cont: 17,320 - Cont	Wing Span

4 JUNE 1956

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PROPOSAL

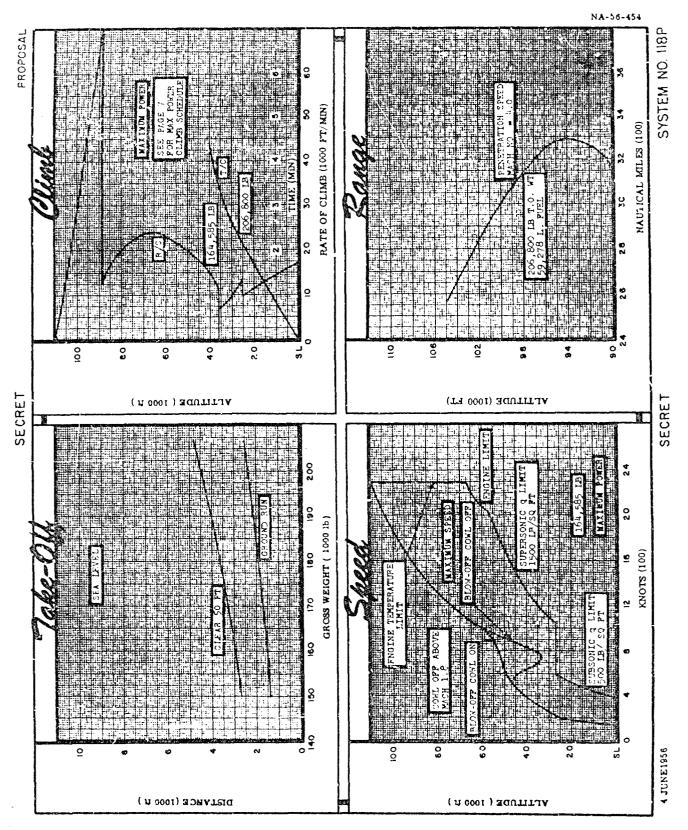
SYSTEM NO. 118P

4 JUNE 1956

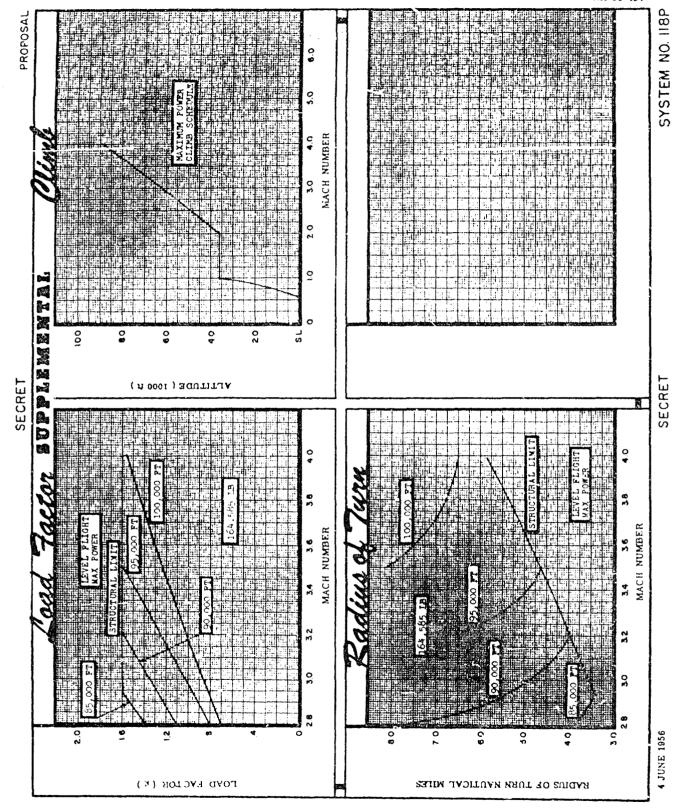
Typical Mission				ANCE BASIS: Data source: Estimated, Performance is based on powers shown on page 6, Fuel flow data used in computing RADIUS and RANGE are increased 5%.
Typical				PERFORM {a {b}}
rance –	DESIGN FERRY MISSION 11	206, 800 59, 278 none 131.3 141.3 141.3 121.3 1.7 1.7 22.6 99, 500 3290 1.66	151,335 94,000 28,000 111,300 111,500 20,100 1200 2294/94,000 151,335 4730 7250	descriptions of Range (1) page 6
Performance	DESIGN MISSION	206, 800 59,278 none 31.3 141.3 2515 4800 14,100 1.7 2.6 99,500 3000 3000	164,585 100,000 2294 2894 2894 109,800 17,000 17,000 1800 1200 1200 151,335 7250	(d) Detailed de missions gi
Loading and i	CONDITIONS	TAKE-OFF WEIGHT Fuel at .585 lb/gal (grade unclassified) [1b] Rayload (bombs) Rayload (bombs) Wing loading Statil speed (power off) Take-off ground run at SL Take-off to clear 50 ft Thise of climb at SL Total mission time Total mission time Total mission time	MISSION WEIGHT Mission altitude Mission speed Mission climb Mission calling (500 fpm) Mission calling (100 fpm) Mission ca	N (2) Maximum porer O Aission weight denotes combat weight and is arbitrarily the weight at a point 1505 n mi from base. S Allows for weight reduction during ground operation and climb

SECRET

PROPOSAL







PROPOSAL

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SECRET

FORMULA: RANGE MISSION I

Take-off and accelerate to climb speed with maximum power, climb on course to 36,089 feet with maximum power, accelerate and climb to cruise altitude with maximum power, cruise out at penetration speed, cruise to maximum penetration, complete mission, cruise to base at openetration speed. Range free allowances include 5 minutes of maximum continous power at sea level for starting engines and take-off and a reserve of log of initial fuel.

FORMULA: RANGE MISSION II

Take-off and accelerate to climb speed with maximum power, accelerate and climb to cruise altitude with maximum power, power, cruise out at long range speeds. Range free allowances include 5 minutes of maximum continous power at sea level for starting engines and take-off and a reserve of 10% of initial fuel.

GENERAL DATA:

(a) Engine ratings shown on page 3 are guaranteed values. Installed values used in performance calculations are as follows:

	(4) ATR-2040 103.1% Size
S.L. STATIC	E I
Maximum:	*14,700
Maximum Continuous:	**14,450
* With ** With	* With blow-off cowl installed ** With blow-off cowl off

(b) Stall speed limited by 10° tail down ground angle in presence of ground.

(c) Denotes folding tips up; all other performance is based on folding tips down.

PERFORMANCE BASIS:

Performance data are based on North American Report No. NA-56-613, dated 31 May 1956, "Aerodynamic Characteristics System 118P - Phase III".

REVISION BASIS:

Initial issue.

c. Flight Controls

The flight control system proposed for Weapon System 118P is an integrated system composed of mechanical, hydraulic, electromechanical, and electronic components. The aerodynamic flight control surfaces are positioned by irreversible dual hydraulic actuators and dual mechanical control valves. Pilot inputs to the valves are accomplished through a single mechanical linkage system from the pilot's controls to the actuator valves. Automatic flight control (AFCS) inputs to the valves are accomplished through series and parallel hydraulic actuators with electromechanical control valves and associated electronic components. Three basic modes of operation are provided: the primary manual control mode, the automatic control mode, and the alternate manual control mode.

(1) Primary Control Mode

The primary manual control mode provides for pilot control of the airplane flight path through the cockpit control stick and pedals. The AFCS is utilized in this mode to add or subtract from the pilot inputs to the control surfaces so as to provide optimum static, accelerated, and dynamic handling qualities over the airplane flight range. 'Fail-safety' is accomplished in this mode through the use of redundancy with automatic shutoff centering and locking. When this cycle of operation occurs, the alternate control mode is automatically in use.

(2) Automatic Control Mode

Automatic control of the airplane is accomplished through the AFCS providing the following functions:

Pilot Relief
Mach hold
Altitude hold
Heading hold
Attitude hold
Tie-in to Electronic Subsystem
Automatic navigation

"Fail-safety" in the automatic mode is accomplished by the use of command limiters in addition to the provisions of the primary control mode.

(3) Alternate Control Mode

An alternate manual control mode is provided for pilot control of the airplane through the mechanical and hydraulic system components only. This mode is available for use only if the AFCS is inoperative. Based on mission capability considerations, configurations with canard surfaces for pitch axis control were selected which require artificial stabilization. A simple mechanical and hydraulic system is proposed which provides these stabilizing canard motions, which are superimposed on inputs applied by the pilot. This system is in operation during the primary manual and automatic modes as well as the alternate manual control mode. The alternate manual control mode is included to permit completion of the mission in the event that airplane electrical power is not available or the AFCS is inoperative.

SECRET NA-56-454

d Structural Load Factors

The airplane is designed to a limit manuevering load factor of 1.6 g. The ultimate load factor is 1.6 G x 1.25 = * 2.0 G.

The gust load factor is identical to the above maneuvering load factor.

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e. Crew Provisions

The flight crew for Weapon System 118P consists of only one man. Careful study of all of the systems involved indicates that one man can adequately perform all of the desired functions.

(1) Environment

The cockpit environment is based on the following assumptions:

Ventilated suit worn
Closed, recirculating ventilation system
Minimum possible leakage, of the order of 0.1 square inches equivalent area (CA = 0.1)
Leakage make-up to maintain cabin pressure from stored liquid gas

Greatest efficienty for the recirculation system is achieved with a low cabin altitude; 16,000 feet or 5.0 psia may be assumed. The required cockpit temperature will be established by equipment and instrumentation in the cockpit rather than by the man, since the ventilated suit provides protection for two hours at environmental temperatures up to 200°F or more.

For the Phase II-1/2 Airplane, the partial-pressure suit may be worn as a protection against possible decompression and in case of bail-out above 50,000 feet. Experience may show that survival of a decompression at 75,000 feet is possible by diving the airplane, without reliance on a pressure suit. Such a procedure will require a dive rate capability of the order of 2000 feet per second or better and the wearing of a full face helmet - permitting oxygen positive pressures up to 24 inches of water.

For the Phase III Airplane, the partial-pressure suit will be necessary to survive a decompression.

A full-pressure suit may be preferred on the basis of comfort and mobility, providing a suitable suit has achieved standardization by the time of mock-up of the airplane. The full-pressure suit has the advantage of permitting continuance of a mission at peak altitudes following a decompression, whereas, the tolerable duration wearing the partial-pressure suit is limited to a few minutes at or above 75,000 feet. The significance of this advantage depends on the feasibility of unpressurized flight from the standpoint of equipment operation.

(2) Visibility Requirements

Present indications are that the best method for achieving adequate vision in this design, with least amount of drag, is the use of a slightly raised transparent enclosure and a periscope. Several tests with gratifying results have been conducted utilizing periscopes. The periscope provides an exit pupil of adequate diameter and eye relief, thereby, permitting the pilot to maintain a normal body position and head movements. The field of view of a large enough angle to provide adequate forward and downward vision. The transparent canopy will allow forward, overhead, and side vision. In order that the proper orientation may be maintained by the pilot, overlap of the field of view by a minimum of 5 degrees between the periscope and transparent canopy will be achieved.

During taxing, the periscope will allow the necessary forward and downward vision. The transparent canopy, with its large areas of side vision, will be used for side obstruction clearance. Once aligned on the runway, the periscope will provide adequate vision for take-off. Its field of view will provide a 30-degree cone of vision which is normally considered essential for visual reference. Another assistance to the pilot will be the projecting of the airspeed and altitude information on the periscope face, allowing the pilot to have the required information without shifting his field of view. Climbout will be carried out by simply switching the vision from the periscope to the windshield area; once in the air both sources of vision can be utilized, the periscope for ground reference and the transparent area for all-around vision.

(3) Emergency Protection

Emergency protection for the pilot will consist of protection during crash landing, excessive maneuvers, and emergency egress, as well as the environment encountered due to altitude and velocity.

The personal equipment, that is the equipment worn by the pilot, will include the MB-3 partial-pressure suit, MB-5 helmet immersion or exposure suit, ventilated garment, and integrated harness torso suit.

Protection for crash landing will consist of the lap belt and shoulder harness fastened to the integrated harness. The harness in the integrated suit will protect the pilot from movement relative to the seat during crash landing, excessive maneuvers, and emergency inflight egress. This suit will also position the parachute harness on the occupant for correct support during descent with the parachute.

The seat will be designed to provide protection of the occupant from limb flailing, wind blast, and tumbling during ejection and descent. The occupant will be retained in the seat during the entire escape sequence, landing in the seat. The occupant's arms will be retained within the seat envelope by large side guards, and the hands will be shielded from wind blast to help the occupant retain his grip on the trigger handgrips. The legs will be retained by side guards and one automatic quick-release yoke over each ankle. The ejection control will be located so that flight loads will not hamper the occupant from reaching and activating the jettison control. This control will be a single-movement device which will position the occupant for safe ejection, jettison the canopy, deploy the seat-attached main parachute, and eject the seat without further action by the escapee.

The tumbling protection will consist of a aerodynamic fins attached to the upper extremity of the seat. These fins will extend upon separation of the seat from the airplane.

An aneroid timer device will be used for automatic deployment of the main parachute. If escape is accomplished above 20,000 feet, the seat attached parachute will deploy upon reaching 20,000 feet; if escape is below 20,000 feet, the parachute will deploy 2-1/2 seconds after ejection. If the occupant wishes to leave the seat at any time with his emergency parachute and survival kit, a manual release handle is operated.

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2. Power Plant

a. Engine Installation

(1) Phase II-1/2

Four afterburning General Electric X278 (135 percent X275A) engines are installed side by side in the aft fuselage. All airplane power supply accessories are mounted on separately cooled and lubricated, remotely located gear boxes. A quick-disconnect drive shaft transmits power from the single power take-off pad on each engine to its respective gear box. No accessories are located in the inaccessible nose bullet. A reversible hydraulic pump on each engine remote gear box will be utilized for starting each engine. Ground power supply will furnish power to the reversible hydraulic pump for starting.

Each of the four remote gear boxes will mount a single surface control and a single utility hydraulic pump. In addition one alternator will be mounted on two of the four gear boxes (total of 2 alternators). Constant-speed drives will be provided for the two alternators.

Advantages to be gained from using these remote gear boxes are as follows:

- 1. All accessories per engine will be located in one compartment thus making maintenance problems more simplified.
- 2. Accessibility problems will be decreased because no accessories are in the bullet nose.
- 3. Engine removal is simplified.
 - a. Only a drive shaft will have to be disconnected as compared to disconnecting numerous hydraulic lines and electrical lines.
 - b. Engine removal will be simplified, with no requirement for disconnect or removal of nose-mounted accessories.
- 4. All inflammable fluids are eliminated from the bullet nose, thus eliminating the possibility of air contamination and fire hazard due to this cause.
- 5. Accessories can be located in a cooler compartment, thereby reducing compartment fire hazard.

(2) Phase III

Four Aerojet ATR-2040, 103.1 percent size regenerative hydrogen-fueled air turbo rocket engines are installed side by side in the aft fuselage. All airplane power supply accessories are mounted on separately cooled and lubricated, remotely located gear boxes. A quick-disconnect drive shaft transmits power from the single power take-off pad on each engine to its respective gear box. No accessories will be mounted in the nose bullet. Ground engine starting will be accomplished in the following manner: Groun support equipment, consisting of a liquid hydrogen supply, highpressure pump, and heat exchanger, will supply hydrogen to the engine turbine at 300°F to 400°F and 700 psia. The expansion of the hydrogen through the turbine will initiate operation of the compressor-turbine system, permitting ignition and burning of turbine exhaust hydrogen. This starting procedure is continued until engine idle speed is obtained. Operation is then switched to main engine operation, and fuel is fed to the engine from the airplane supply. Starting is estimated at under 30 seconds from the time conditioned hydrogen is supplied to turbine.

Each of the four remote gear boxes will mount a single surface control and a single utility hydraulic pump. In addition one alternator will be mounted in two of the four gear boxes (total of two alternators) and one hydraulic pump on each of the other two gear boxes to furnish power to the fuel system hydraulically powered fuel pumps.

Advantages to be gained from using the remote gear boxes are as follows:

- 1. Accessories per engine will be located in one compartment, thus making maintenance problems more simplified.
- 2. The accessibility problem will be decreased because no accessories are in the bullet nose.
- 3. Engine removal is simplified since only a drive shaft will have to be disconnected as compared to disconnecting numerous hydraulic lines and electrical lines.
- 4. All inflammable fluids are eliminated from the bullet nose, thus eliminating the possibility of air contamination and fire hazard due to this cause.
- 5. Accessories can be located in a cooler compartment, thereby reducing compartment fire hazard.

SECRET , 56

b. Air Induction System

(1) Phase II-1/2

Air to the four engines located in the aft fuselage of the Phase II-1/2 Airplane is supplied by two inlets located symmetrically on the sides of the fuselage. Air entering each inlet flows through a single duct which divides that two branches just forward of the compressor inlet station. The engines are provided with ejector nozzles, and the secondary air required plus all cooling air will be bled from the main engine duct. Ground cooling will be provided by reverse flow through auxiliary doors; the air being pumped forward into the engine duct and aft provides a means of exiting all of the excess air taken on board by the inlet but not needed by the engine, cooling, or bleed system.

The variable-geometry inlet design for the Phase II-1/2 Airplane is a two-dimensional, external-compression, internal-contraction type. For high-speed flight, the supersonic stream entering the inlet is partially decelerated through two external oblique shock waves formed by an external ramp. The entering stream is further decelerated to a low supersonic Mach number as a result of the internal contraction. The inlet design incorporates the use of porousarea suction on the ramp and over the engire duct surface for a short distance aft of the start of the cowl. Use of porous-area suction is utilized to prevent separation due to shock wave boundary layer interaction. The inlet has been geometrically arranged on the side of the fuselage to give the best possible angle of attack and yaw angle characteristics.

The inlet geometry and by-pass system will be automatically controlled in flight to give optimum performance. The variable internal ramp of the inlet will be controlled only as a function of Mach number. The by-pass system will automatically exit the correct amount of air to maintain low drag, high pressure recovery, and stable operation of the inlet.

(2) Phase III

Air to the four air-turbo rocket engines located in the aft fuselage of the Phase III Airplane is supplied by a single inlet located on the bottom of the fuselage. Air entering the inlet flows through a single duct to a station just upstream of the compressor inlet station where the main duct divides into four branches. All air needed for the cooling and the ejector nozzle are bled from the main engine duct. All excess air entering the inlet and not needed by the engine or auxiliary systems is exited through a by-pass.

The air induction system also includes a blow-off cowl extension. At low supersonic speeds (less than Mach 1.7) the inlet size (which is selected for operation at Mach 4.0) is approximately 300 percent too large. The blowoff cowl is provided to reduce the large inlet drag that results from the oversize inlet. The blowoff cowl extension converts the inlet to a fixed, normal shock inlet of proper size for operation upto about Mach 1.7. The cowl section is automatically jettisoned as a Mach number of 1.7 is reached.

Geometry and other details of the inlet and details of the inlet control system are similar to the Phase II-1/2 design. However, certain geometry changes were required because of the higher Mach number design.

c. Fuel System

(1) Phase II-1/2

The fuel system is designed to operate with land-based supersonic (LBSS) fuel. Total fuel quantity is approximately 21, 400 gallons and is contained in a forward insulated fuselage sump tank of 10, 140 gallons, an aft insulated fuselage transfer tank of 6, 560 gallons, and two wing tanks of 2, 350 gallons each. The tanks are integral with the airframe structure.

Fuel is supplied to the engine and transferred by hydraulic tank-mounted pumps. The tanks are pressurized to 15 psia with a liquid nitrogen system to avoid autoignition, to eliminate venting, and to provide an emergency engine feed system. CG is controlled by appropriate throttling of transfer from the aft tank.

Refueling is accomplished at a rate of 1200 gpm at 50 psi inlet pressure, for in-flight or ground operations.

(2) Phase III

The fuel system is designed to operate with liquid hydrogen. Total fuel quantity is approximately 101, 330 gallons and is contained in seven interconnected fusulage tanks. The tanks are insulated and separate from the structure.

Fuel is supplied to the engine by four hydraulically driven booster pumps in an aft sump tank. Fuel transfer is accomplished by gravity through check valve interconnectors which are limited through insulation to avoid loss. Maximum tank pressure is 35 psia.

Ground refueling is accomplished by a recirculating system from the forward to aft tank into a purged system. In-flight refueling is not provided.

3. Equipment

a. Navigation

Navigation is accomplished by a subsystem called the N5C, designed by the Autonetics Division of North American Aviation, Inc. This subsystem uses the inertial platform from the N5A subsystem, which has been extensively flight tested, and electronics from the N6B subsystem which is now in production for missile application.

The N5C navigation subsystem weighs 414 pounds and requires 10.7 cubic feet of space and 526 watts of electrical power. Its main components are the inertial platform and the associated electronic units, one of which is a digital computer.

The platform is isolated from angular flight motions by means of a four-axis gimbal arrangement. It is maintained normal to the earth's gravitational field by means of gyroscopes and torque computers. Inertial distance meters are mounted on this stabilized platform. (These are instruments which sense acceleration and yield its double integral, which is distance.) The output of an inertial distance meter is an amplitude-modulated carrier signal. This signal is demodulated so that it is suitable as an input to the digital differential analyzer which then performs the linear transformations necessary to put the position data into latitude and longitude coordinates.

The digital differential analyzer, into which a program for the mission has been inserted, also computes the correction signals to the automatic flight control unit. It is capable of computing paths consisting of, at most, three arcs of great-circle routes.

In addition to navigation data, this subsystem also furnishes timing marks; pitch, roll, and yaw angles for stabilization of camera platforms and radar data; and true ground velocity.

The navigation subsystem is also capable of automatically switching the reconnaissance subsystem on and off during a programmed flight.

b. Reconnaissance

(1) Radar

Scanning, Forward-looking Radar - for general area-mapping and gap-filling. This is a PPI radar of exceptional resolution capability (2700-foot ground resolution at 80 nautical miles). The PPI scope pictures provide for basic, over-all ground-mapping of the entire enemy territory. The pictures may also be used as comparison overlays in bomber guidance. In addition, this radar provides the high-resolution capability in the near range (approximately 550-foot ground resolution at 16 nautical miles) necessary to fill the gap left by the dual, high-resolution, side-looking radar.

High-resolution Side-looking radar - for detection of targets such as missile launching centers. Phase II-1/2 employs the APQ-56 equipment while the Phase III employs the advanced coherent Doppler radar techniques to provide ground resolution up to 200 feet at 70 miles. It will als provide records resembling good aerial photographs.

(2) Ferret

The ferret reconnaissance system is used for locating, detecting, and describing enemy ground radar stations. This system operates automatically and employs dozens of direction-finding and frequency-analyzing antennas to obtain complete information on enemy radars within ghe total frequency range of 30 to 70,000 megacycles. This information may be rapidly read out and correlated on the ground by computers such as the standard IBM 704.

(3) Photographic

The photographic reconnaissance system is used for target search and detailed target description. The system includes two automatically controlled, high-capability camera sets.

Search Cameras - approximately 24-inch focal length - capable of 20-foot ground resolution and 50-nautical-mile lateral coverage for detecting missile launchers, distinguisheing aircraft types, etc.

Detail Cameras - 48-inch focal length - capable of 4- to 5- foot ground resolution and 20-nautical-mile lateral coverage - for fine discrimination of target detail.

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(4) Weather Reconnaissance

Potential outputs of the navigation subsystem and the airplane air data computer include complete weather data at flight level. The reconnaissance subsystem provides for complet in-flight recording of these data.

(5) Infrared Equipment

For detecting temperature differences on the ground and identifying underground or camouflaged installations. This equipment scans the ground, employing sensitive thermal detection devices. (The state of the art to permit efficient infrared work in the high-altitude, supersonic mission is still in doubt.)

c. Communications

Consistent with the operational use and the time schedule of Weapon System 118P, the general requirements of the CNI subsystem are minimum weight, high reliability, and the most advanced state-of-the-art development. The choice of equipment and installation is based on the assumption that the pilot and maintenance personal are of Air Force Test Center calibre, that maintenance and turnaround time are of secondary importance, and that there is adequate support of chosen equipment. Specifically, the functions of the CNI subsystem will be limited to the essential requirements of uhf communications, uhf automatic direction finding, stand-by altitude reference, identification air-to-air and ground-to-ground transponding equipment, radio distress beacon, and tape recorder.

Equipment that best fulfills the requirements of this weapon system, from both a functional and schedule standpoint, are as follows:

(1) AN/ARC-52

This equipment provides line-of-sight communication capable of conventional uhf, am, voice link with the present ground and air-borne facilities and is capable of operation with adf equipment. This equipment is an improvement over the AN/ARC-34 and was specifically designed and developed for space-premium, high-reliability installations. The basic characteristics of the AN/ARC-52 are a frequency range of 225. 0 to 399. 9 mc, 1750 available channels with 19 present channels and one guard channel, a power output of 20 watts minimum unmodulated power into a 50-ohm load, and a range up to 300 air-to-ground miles and 650 air-to-air miles (depending on altitude).

$(2) \underline{AN/ARA-37}$

This equipment is an air-borne homing adapter used in conjunction with the command radio as a navigational aid. It provides right-left bearing-to-signal information and was designed and developed with the primary objectives of simplicity and lighteness of weight.

The basic characteristics of the AN/ARA-37, automatic direction finder are a frequency range of 225 to 400 mc, accuracy to 3 degrees under operational conditions, and right-left indication sensitivity increase as the station is approached.

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(3) Attitude Reference

This equipment provides stand-by navigation. Study has indicated that pitch, roll, and azimuth can be obtained with much greater accuracy and less weight with a stable platform than with a combined vertical and directional gyro. The equipment will be tied in with the main inertial platform for accuracy checks and correction. Several systems providing these functions are under development by Lear, Kearfott, Kollsman, and Sperry. The accuracy characteristics of the attitude reference system are one-degree-per-hour drift in azimuth and 5-degrees-per-hour drift in elevation.

(4) AN/APX-19 and AN/APX-27

The AN/APX-19 is an air-to-ground transpondor, and the AN/APX-27 is an air-to-air transpondor. These units automatically transmit an identification signal whenever properly challenged by friendly air or surface forces. They are also capable of identifying the weapon system as a specific airplane and of transmitting a distress code (SIF - selective identification function).

(5) AN/ART-27

This equipment transmits distress signals which indicate to rescue facilities the existence and location of the disabled airplane. It transmits alternately on hf for 5 minutes and uhf for 10 minutes for a period of 24 hours. It is ejected manually, on impact, from the airplane, if so selected, by a light-weight catapult system. It will operate satisfactory if ejected while air-borne, on the ground, or on the surface of a body of water. The system is normally in the "crash silent" condition and is provided with a manual override that requires the pilot to take positive action to activate the system.

$(6) \quad \underline{AN/ANH-5}$

This equipment is a lightweight tape recorder capable of recording audio signals from radio receivers or microphones. It provides a means of recording the pilot's oral descriptions of observations made during the mission for evaluation upon return to base. It has sufficient magnetic tape to permit recording on a selective basis throughout the mission. Automatic cutoff is provided when no audio signal is received.

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d. Aerial Refueling (Phase II-1/2 Only)

An in-flight refueling system of the flying-boom type, having a transfer capacith of 1200 gpm, is provided to refuel the internal tanks. The receptacle is installed in the upper fuselage, forward of the wing. A switch is provided in the cockpit for actuating doors that cover the receptacle and energizing a light in the receptacle compartment to illuminate the receptacle.

B. GROUND SYSTEMS

1. Ground Servicing

Ground servicing of Weapon System 118P differs from the normal concept primarily in the reconnaissance pod equipment pre-flight and in the Phase III fuel servicing. The reconnaissance pod ground servicing, is handled apart from the airplane. Pod maintenance, data servicing, prellight, and postflight data correlation is accomplished adjacent to the ground data correlation vans. The mated (pod to airplane) check need be one to ensure the airplane-to-pod system operation. The airplane systems pertinent to reconnaissance operations can be functionally checked by the "go, no-go" system checker.

Fuel servicing and ground handling of the fuel servicing devices requires extreme care and preplanning in its operation, dut to the volatility of the fuel. Refueling requires gaseous nitrogen purging followed by gaseous hydrogen purging prior to the liquid hydrogen fueling operation. Because boiloff of the liquid hydrogen occurs in transit, reliquification is required prior to fueling. A combination reliquification and pumping device can be made as a portable unit. The gaseous nitrogen can be made by a portable generator, and the gaseous hydrogen is made available through the boiloff of the liquid hydrogen tanks. To date, some problems, pertinent to refueling, not fully resolved include: 1) designing pumps and stopcocks which would not permit temperature rise and contamination, 2) consideration of handling techniques and equipment to establish hazard-minimizing procedures,

3) consideration of ducting techniques to decrease liquid hydrogen boil-off losses in transfer from tank to airplane.

Ground servicing of the hydraulic systems is combined with system check-out, as accomplished by the hydraulic service equipment mounted on the airplane ground power unit.

The communication, navigation, and identification electronic equipment, as well as the inertial platform and electronics, use the "go, no-go" flight line testing and module equipment replacement concept. In addition, alignment of the inertial platform is either through auto-collimation or by referencing a master azimuth, depending on the turnaround time requirements.

2. Training Aids

This contractor will make a detailed design analysis of the proposed weapon system design, with regard to estimations of new training equipment requirements imposed by the system and its subsystems. This analysis will consider all types and phases of training aids and equipment which will be necessary for the training of personnel in the operation, maintenance, and special technique requirements of Weapon System 118P.

a. Types of Training Aids

In the contractor's final analysis, based upon detailed design studies, all known training aid mediums will be carefully considered. A combination of the best possible mediums to aid instructor personnel in transmitting the knowledge necessary to effectively operate and maintain this weapon system will be recommended.

The main general types of training aids to be considered

Aircrew

are:

Graphics
Procedure trainers
Mission simulator
Pilot transition airplane

Ground Crew

Graphics
Animated training aids
Operable training aids

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b. Training Aids Support

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All of the recommended training aids will with complete special tools, test equipment, ground hand system and equipment technical orders, airplane handbooperating and maintenance instruction handbooks for eac.

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c. Time-phasing Schedule

Paramount to the customer's best interest in the development of an effective training program is the timely delivery of the properly selected and accurately constructed training aid. Delivery must be accomplished well in advance of test site or operational delivery of the weapon system. In keeping with current Air Force regulations and this contractor's policy, all training aids will be delivered sufficiently in advance of the weapon system to effectively support initial maintenance and aircrew training programs, either at this contractor's facility or at Air Force installations in the field.

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OTHER	B. INITIAL CHANGE	16. CONTRACTOR North American Aviation, Inc.	T DESCRIPTION	Photographic packages will be installed and tested in a B-56 type aircraft for development tests in support of 118P program.	be installed and tested in a for development tests in sup-	stalled and tested in a velopment tests in sup-	velopment tests in sup-	CENTER APPROVAL			RESPONSIBLE CENTER APPROVAL	
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R & SYSTEM	SPECIAL RECONNAISEANCE AIRPLANE PHA	B. PROJECT OFFICER	TEST 17EM	hab-system Development Tests of the Bearch Photographic Package, Detail Photographic Package, and the Digital Recorder.	Sub-system Development Tests of the Radar Package (Low resolution - asimuth scan)	Sab-system development tests of the Radar package (High resolution - side looking)	Sub-system development tests of the Ferret package.					
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್	Airplane No.	, ,	A. CTCI (Contractor's Technical Compliance Inspection) B. Installation of Flight Test Instrumentation C. Phase III Flight Testing 1. Power Plant & Performance 2. Stability and Control 3. Air Force Evaluation	e e	Air Force & NAA NAA & NAA NAA & Palmdale Air Force & Palmdale	Jan. 1, 1961 Feb. 1, 1961 May 1, 1961	Jan 31, 1951 April 30, 1961 May 15, 1963
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. 7.	Airpiane No. 3	Phase III Flight Testing 1. Stability and Control 2. Structural Demonstration 3. Power Plant and Performance	NAA @ Palmdale	March 1, 1961	April 31, 1963
છ ં	Akrylane No. 4	Phase III Flight Testing 1. Power Plant and Performance 2. Stability and Control	NAA @ Palmdale	April 1, 1961	April 30, 1963
ø	Airplane Nr. 5	Phase III Flight Testing 1. Automatic Flight Control 2. Inertial Navigation 3. Air Force Evaluation	NAA @ Palmdale Air Force @ Palmdale	May 1, 1961	April 30, 1963
.01	Atrplane No. 6	Phase III Flight Testing 1. Electrical Systems, Antennas, Hydraulics Instruments, and Communication 2. Cabin Systems and De-icing 3. Air Force Evaluation	NAA @ Palmdale Salama Air Force @ Palmdale	June 1, 1961	April 30, 1963
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11 Phase IV - Performance & Stability Air Force @ Edwards 12 Phase VI - Punctional Development Air Force @ Edwards 14 Air Force @ Edwards 15 Phase VI - Operational Buitability Air Force @ Eglin 16 Phase V - All Weather Independent Approval Index Field & Eglin Field 17 Phase V - All Weather Index Approval Index Field & Eglin Field 18 Phase V - All Weather Approval Index Field & Eglin Field Poate One Anization Index Approval	<u> </u>	Airplane No. 10	Phase III Flight Testing 1. Inertial Navigation System 2. Automatic Flight Control 3. Stability and Control 4. Air Force Evaluation	NAA @ Palmdale Air Force @ Palmdale	Sept. 1, 1961	April 30, 1963
13 Phase VI - Functional Development Air Force @ Edwards 14 AFFTC 15 Phase VI - Operational Buitability Air Force @ Eglin 16 Field APOC 17 Phase V - All Weather 17 TEST CENTER APPROVAL 18 ORGANIZATION 18 RESPONSIBLE CENTER APPROVAL 19 DATE 19 DATE 10 DATE 10 DATE 11 DATE 12 DATE 14 PROVAL 15 DATE 15 DATE 16 DATE 17 DATE 18 D			Phase IV - Performance & Stability	Air Force @ Edwards AFFTC		
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2	TASK OTHER		JATES OF THE SECOND OF THE SEC	•	Prej) 10. CONTRACTOR	TEST DESCRIPTION	To support Contractor's or the Air Force's Test Program to ser we as possible replacements for assigned airplanes, and to handle additional testing requirements which always arise during complex programs of this nature.	TEST CENTER APPROVAL		N	RESPONSIBLE CENTER APPROVAL	N
	PROJECT		CANE	!	B. BUTTORTS (SYR &	16.	To support Contrac Program to serve assigned airplanes, testing requirement complex programs		ORGANIZATION	ORGANIZATION	RES	ORGANIZATION
	X SYSTEM		SPECIAL RECONNAISSANCE AIRPLANE		B. PROJECT OFFICER	TEST ITEM	No. 18 20 20					
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2. REPORTS CONTROL SYMBOL	PAGE 1 OF	*. DATE 4 JUNE 1956	. NUMBER	118P	PRIORITY AND PREC	18-TEST ITEM AVAILABLE	January 1, 1962	January 1, 1962	January 1, 1962	January 1, 1962		DATE	DATE		DATE
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P. P. D. TPST ANNEX		TRUJECI CINER	B. INITIAL	PHASE III CHANGE	North American Aviation, Inc.	16. TEST DESCRIPTION	Photographic packares will be installed and tested in a B-58 type aircraft for development tests in support of 118P program.	Radar package will be installed and tested in a B-58 type aircraft for development tests in support of 11,8 P program.	Radar package will be installed and tested in a B-56 type aircraft for development tests in support of the 118P program.	Ferret package will be installed and tested in a B-58 type aircraft for development tests in support of the 118P program.	TEST CENTER APPROVAL	ORGANIZATION	ORGANIZATION	RESPONSIBLE CENTER APPROVAL	ORGANIZATION
•	•	majere (4)		BPECIAL RECONNAIBBANCE AIRPLANE PHA	B. PROJECT OFFICER	TEST ITEM	Sub-system development tests of the Search Photographic Package, Detail Photographic Package, and the Digital Recorder.	Sub-system development tests of the Radar Package (low resolution-aximuth scan)	Sub-system development tests of the Radar Puckage (high resolution-side looking).	Sub-system development tests of the ferret package.					
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1. REPORTS CONTROL SYMBOL	1, DATE 4 June 1956	* NOMBER	 12. PRIORITY AND PREC	18.TEST ITEM AVAILABLE	June 1, 1962	August 1, 1962	November 1, 1962 Dec. 31, 1962	January 1, 1963	October 1,1962	Nov. 1, 1962	Feb. 1, 1963		DATE	DATE		DATE
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XUNNA	TASK OTHER	CHANGE	e. supports (Sye or Proj) 10. CONTRACTOR North American Aviation, Inc.	TEST DESCRIPTION	Ground tests and first 10 flight hours of Phase I Flight Testing.	Remaining portion of Phase I Flight Testing (Approx. 35 hours)	Air Force Phase II Flight Test Evaluation.	Phase III Flight Testing 1. Stability and Control 2. Power Plant and Performance	CTCI (Contractor's Technical Compliance Inspection)	Installation of Flight Test Instrumentation	Phase III Flight Testing 1. Power Plant and Performance 2. Stability and Control 3. Air Force Evaluation	TEST CENTER APPROVAL	ATION	ATION	RESPONSIBLE CENTER APPROVAL	ATION
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•	Airplane No. 3	Phase III Flight Testing 1. Stability and Control 2. Structural Demonstration	NAA @ Palmdale	January 1, 1963	May 31, 1965
			Air Force @ Palmdale		
•	Airplane No. 4	Phase III Flight Testing 1. Power Plant and Performance 2. Stability and Control	NAA @ Palmdale	Feb. 1, 1963	May 31, 1965
oi .	Airplane No. 5	Phase III Flight Testing 1. Automatic Flight Control 2. Insertial Navigation 3. Stability and Control	NAA @ Palmdale	March 1, 1963	May 31, 1985
70.	Airplane No. 6	Phase III Flight Testing 1. Cabin Systems and De-icing 2. Electrical Systems, Antennas, Hydraulics Instruments, Communications	NAA @ Palmdale	April 1, 1963	April 30, 1965
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14. ITEM NUMBER	19. TEST ITEM	16. TEST DESCRIPTION	17. TEST AGENCY AND SITE	18-TEST ITEM AVAILABLE	19. ROD TEST COMPL DATE
11.	Airplane No. 7	Phase III Flight Testing 1. Search photographic, detail photographic, and digital recorder 2. Cabin Systems and De-icing 3. Air Force Evaluation	NAA @ Palmdale Air Force @ Palmdale		April 30, 1966
ij	Airplane No. 8	Phase III Flight Testing 1. Radar Package (low resolution - azimuth scan) and standby airplane for high resolution radar. 2. Ferret 3. Air Force Evaluation	NAA @ Palmdale nuth Air Force @ Palmdale	May 1, 1963	March 31, 1965
15 15	Airplane No. 9	Phase III Flight Testing 1. Radar Package (high resolution - side looking) 2. Ferret 3. Air Force	NAA @ Palmdale	June 1, 1963	March 31, 1965
14	Airplane No. 10	Phase III Flight Testing 1. Inertial Navigation 2. Automatic Flight Control	NAA @ Palmdale	July 1, 1963	April 30, 1966
		TEST CENTER APPROVAL			
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7. HESP CENTER	TER B. PROJECT OFFICER	e. supports (Sys or Proj) 10. CONTRACTOR North American Aviation, Inc.	11. CONTR NR	PRIORITY AND PREC	18. SECURITY SECRET	
14. ITEM NUMBER	10. TEST 1TEM	TEST DESCRIPTION	TEST AGENCY AND SITE	10.TEST ITEM AVAILABLE	COMPL DATE	
18.	Atrybane 38s. 11 12	Phase IV Flight Testing - Performance and Stability	Air Force @ Edwards AFFTC			
16.	Airpiane No. 13	Phase IV Flight Testing - Functional Development	Air Force @ Edwards AFFTC			
11.	Airplane No. 15	Phase VII Flight Testing - Operational Suitability	Air Force @ Egiin Field APGC			SECRET
1	Airplane No. 17	Phase V Flight Testing - All Weather	Ladd Field and Eglin			
s	Airpinso No. 18 19 20	To support the Contractor's or the Air Force's test program, to serve as possible replacements for assigned airplanes, and to handle additional testing requirements which always arise during complex programs of this nature.	re's Not specified. nents onal			
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1 NAA	4	B-58 (Sub-contractor's velopment testing resolution radar package, search package, and the graphic package.)	of the high ackage, low ackage, ferret hotographic tetail photo-	ES		April 1, 1960 ② NAA	June 30, 1960	Other Projects	FY-60 4-120 FY-61 1-120 2-120 3-120 4-120	
2 NAA	1	118P (Phase I, Phase I Stability and Cont Performance, and Flight Control)	rol, Power Plant			Oct. 1, 1960 @ NAA	May 15, 1963		FY-61 2-30 3-60 4-21 FY-62 1-21 2-21 3-21 4-21 FY-63 1-21 2-21 3-21 4-11	
S NAA	1	118P (CTCI, Instrumer Test, and Phase Power Plant, Per Stability and Cont	II Flight Tests - formance, and	BT		Jan. 1, 1961 @ NAA	May 15, 1963		FY-61 3-0 4-14 FY-62 1-21 2-21 3-21 4-21 FY-63 1-21 2-21 3-21 4-11	
4 NAA	1	118P (Phase III Flight and Control, Strustration, Power I formance)	ctural Demon-	ВТ		April 1, 1961 @ NAA	April 30,1963		FY-61 4-21 FY-62 1-21 2-21 3-21 4-21 FY-63 1-21 2-21 3-21 4-7	

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6 NAA	1	118P	Airplane No. 5	ВТ		June 1, 1961	April 30, 1963		FY-63 1-21 2-21 3-21 4-7 FY-61 4-7 FY-62 1-21
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7 NAA	1	118P (Phase III Flight 'System, Antennas Instruments, Con Cabin Systems an	, Hydraulics, munications,	BT		July 1, 1961 ② NAA	April 30,1963		FY-62 1-21 2-21 3-21 4-21 FY-63 1-21 2-21 3-21
8 NAA	1	118P (Phase III Flight Photographic, De Digital Recorder, and De-icing)	tail Photographic	BT		Aug. 1, 1961 @ NAA	April 30,1963		FY-62 1-18 2-27 3-27 4-27 FY-63 1-27 2-30 3-30 4-10

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1	(Phase III Flight Inertial Navigation	Posting – n, Automatic	ВТ		Oct. 1, 1961	April 30, 1963			FY-62 2-34 3-24 4-21 FY-63 1-24 2-24 3-24 4-8	•
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11. NAA	1	118P (Phase III Flight Navigation and Ac Control)	Airplane No. 10 Test – Inertial stomatic Flight	BT		July 1, 1963 © NAA	April 30,1965		3-30 FY-64 1-24 2-24 3-24 4-24 FY-65 1-24 2-24 3-24 4-8

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8. PACILITIES REQUIREMENTS	Airplane Flight	Test					j
Part V Existing Contractor Fac	ilities - Other Per	rtinent Data	<u>.</u>				
The general plan is to utilize th	e Contractor's exi	sting Palm	dale facili	ity as the	test base	for the actual flight	operations for the
ten ws/118 flight test airplanes	. The contractor's	s Los Ange	les facilit	y will be	used in a	supporting role and	will require the
use of existing warehousing, La	bs, Shops and Inst	trumentatio	n Design	and Deve	Lopesent O	ffices. No additions	l major structures
are contemplated at Palmdale of tail sheds for each System 118	or LA hangar the W	/s 118 Dig	at test al:	rplanes.	It is plans	ed to provide separ	ate nose-in and
sionally to house several airpla							
April 1963 approx. 19, 532 sq ft	of ramp space wi	il be requir	red as ban	gar spac	e for each	airplane, totaling 1	55, 320 sq ft for all
ten airplanes. A total of approx 339,000 sq ft of ramp space is	r. 429, 600 aq ft of	ramp space	e is curr	outly avai	liable at th	e Palmdale Test Sit	e, and approx.
Current Facilities Available Ar	e Summarized Bel	OW_					
Los Angeles	Facility	-			Pal	imdale Facility	
Hangar Warehousing, Labs, Shops, Ins		16,000 sq fi 12,000 sq fi	Offic	e, Shope,	, Labs, St		59,000 eq ft
Total (L	A) [18,000 sq fi		neering C shousing,		rumentation,	55,000 sq ft
Ramp Area 330,000 sq ft					Total (Pr	almdale)	114,000 sq ft
Land 13 Acres			Ram	p Area	429, 600 a 273 Acre		
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		B. INITIAL [3]	11. AFSC OR CIVILIAN	CLASS SERIES CODE				4317E	4317E	4315E	4315E	43270	43250	42370	42350	42152	30171	30151	30151	30170	30150A	
NING ANNEX	LSK OTHER	1/2 AND PHASE III schedule is not available at this date.	MAN-YEARS REQUIRED	CIVILIAN MIL OR CIV																		(SEE ATTACHED SHEE: 1)
NO TRA	T TASK	1/2 AND PHASE III schedule is not ava	10. MA	MILITARY	(02)		3	(E7)	(E6)	(E3)	(E4)	(E6)	(E4)	(E6)	(£4)	(ES)	(E6)	(E5)	(E4)	(E6)	(E4)	SEE ATTA
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2. REPORTS CONTROL SYMBOL	PAGE 2 OF . T. PAGES	4 Juny 1956	e, NUMBER 118P	12. PERIOD RECUIRED	NON-RATED FY QUARTER									Factory training will be required in the following area: Maintenance Electric-Electronic Hydraulics HATR 2040 NGC Autonavigator Liquid Hydrogen Handling Photo Equipment Radar Reconstissance Auto Flight Control	
-	<u>l-l</u>	•		12,	RATED OR NON	z	z	Z	×	z	z	2	. z	Factory training will be area: Maintenance Electric-Ele Hydraulics HATR 2040 NSC Autona Liquid Hydra Hydraulics Photo Equip Radar Recoid Auto Flight.	
			B. INITIAL D.	11.	CLASS SERIES CODE	30150C	31370	40270	23170	23150	30174	25.05	42450	NOTE:	
XINDY CE	2 CTHE		88 III	EARS REQUIRED	CIVILIAN MIL OR CIV						ı			These AFBC's to not at present appear in AFM 35 However the development of this weapon system at the present time indicates a need for specialists to be furnished in the fields indicated. As the development of 118P progresses a more specific explanation of the requirements for these AFBC's will be submitted.	
AND TRAININ			PRASZ II 1/2 AND PRASE	'0. MAN-YEARS	MILITARY CIV	(E4)	(88)	(E6)	(E6)	r (34)	(E7)	SS	(E5)	These AFBC's to not at present appear However the development of this weap the present time indicates a need for to be furnished in the fields indicated development of 118P progresses a moeral and the requirements for the will be submitted.	
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(BLOCK 14 SUPPLEMENT)

It is not expected that there will be any unusual civilian recruiting requirements imposed by Weapon System 118P.

New skill requirements will be offered by the advanced electronic equipment involved in the radar reconnaissance and navigation systems. Handling of liquid hydrogen fuel and servicing of the aircraft will also present new problems on the Phase III version.

An unusual job hazard will be presented by the liquid hydrogen fuel used in the Phase III version. Production, storage in large quantities and for vicint of this fuel will be a new experience for nearly all personnel required to handle it. It will be necessary to conduct considerable training for those people who will be servicing the fuel or powerplant system, or working the vicinity of this equipment.

Due to the advanced nature of the electronic equipment installed on this weapon it is recommended that the new AFSC's indicated in block 9 page 2 be considered for inclusion in the Air Force personnel structure.

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DEPARTMENT OF THE AIR FORCE HEADQUARTERS 88TH AIR BASE WING (AFMC) WRIGHT-PATTERSON AIR FORCE BASE OHIO

18 Dec 2007

88 CG/SCCMF 3810 Communications Blvd Wright-Patterson AFB OH 45433-7802

Defense Technical Information Center Attn: Ms. Kelly Akers (DTIC-R) 8725 John J. Kingman Rd, Suite 0944 Ft Belvoir VA 22060-6218

Dear Ms. Akers

This concerns Technical Report AD158502, Special Reconnaissance Airplane Weapon System 118P, 9 Sep 1956,

Subsequent to WPAFB FOIA Control Number 06-648LK, the current distribution statement: "Distribution authorized to DoD only; Proprietary Information; 09 Sep 1956. Other requests shall be referred to Department of the Air Force, Attn: Public Affairs Office (Information Management) Washington, DC 20330." is no longer applicable.

The document has been reviewed by the Aeronautical Systems Center STINFO Officer within the Reconnaissance Systems Wing, 303 AESW/EN, Wright-Patterson AFB and it has been determined that the distribution statement should be changed to statement A (publicly releasable). The record is fully releasable to the public.

Point of contact is Lynn Kane at (937) 522-3091.

Sincerely

SHEREE COON

Freedom of Information Act Manager

Management Services Branch

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Base Information Management Division

Attachments

- 1. FOIA Request
- 2. Cover sheets of AD158502
- 3. Full Citation of AD158502
- 4. Copy of AFMC Form 559
- 5. USAF Ltr to Contractor
- 6. Contractor Response Email to USAF